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Who built St Oswald's?

A study of land ownership and the physical development
of Chester's northern suburb from the 17th century to
the present

by

Polly Bird

Dissertation submitted for the Degree of Master of Arts
in the University of Liverpool in part fulfilment of the
modular programme in Landscape, Heritage and Society.

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Introduction

'In essence, a suburb is a decentralised part of a city with which it is inseparably linked by certain economic and social ties... In economic terms, its function may be regarded as a decentralisation of either consumption or production or both: where one of these functions predominates it is feasible to speak of a residential or an industrial suburb but there are many suburbs in which these functions are fairly evenly balanced and comparatively few in which either of them is wholly lacking.'¹

This study traces the development of St Oswalds's Township from about 1650 with particular emphasis on the physical aspects of change. It argues that the ownership pattern of land within the township influenced the placing and nature of its suburban development and asks whether covenants were an effective constraint. It argues that St Oswald's township remained in Dyos' terms a predominately production-based area until the late 19th century when it gradually transformed into a residential suburb. It attempts to show that the placing and nature of physical development of the area followed first the typical suburban growth of a medieval walled city, albeit following the destruction of the northern suburb in the 17th century, and then the piecemeal development of estate holdings. It attempts to show that as the suburb of a non-industrial town without pressure on housing it developed more slowly than it would have done if it had had to accommodate a huge labour force.

Changing ward and parish boundaries have made it essential to focus on an area with natural boundaries. Therefore, the area studied includes the township as indicated by the 1855 amendment to the 1847 tithe map, ignoring the area shown on the tithe map north of Bache Brook. (Appendix Ixii) In 1855 the Tithe Commissioners agreed that that part was officially part of Blacon cum Crabwall township.² The two fields north of the Bache Brook belonging to the Dean and Chapter of St Werburgh's, have also been excluded. Originally the township included the north east part of the city within the city walls as well as Frodsham Street and a small area south of Brook Street.³ As these are not indicated on the tithe map they have been ignored. Due to their position those areas are in any case more closely connected with the development of the area within the walled city itself.

Boundary changes mean that St Oswalds township as an entity no longer exists. In order to simplify references to the area I shall continue to refer to it as St Oswald's or the township.

I St Oswalds's township

St Oswald's township, now part of Chester City sub-district,⁴ was one of 11 townships within the Parish of St Oswald which included the townships of Bache,

Great Boughton, Croughton, Huntington, Iddinshall, Lea Newbold, Newton by Chester, Saughton, Wervin and the chapelry of Chirton Heath (Bruera).⁵

The parish church was, until the 19th century, in the south transept of St Werburgh's cathedral and St Oswald's township included the north east corner of Chester's walled city in which the cathedral stands.⁶

The township had natural boundaries, ie to the west the river Dee, and Finchett's Gutter, to the north Bache Brook and Bache Pool, to the north east Flookersbrook (Newton Brook), Brook Street (and Frodsham Street).⁷

In 1650 it was an area largely of arable fields with some redevelopment along Further Northgate Street which had been destroyed during the scorched earth policy of the Civil War.

II The importance of St Oswald's township

The township had an intimate connection with both the city and the cathedral, formerly abbey. It also demonstrates in a well-defined area the development of one of Chester's suburbs. At the same time, although much has been written about suburban development around London and other major cities both in the UK and abroad, less appears to have been written about the suburbs of non-industrial provincial towns. Chester, with its status as a provincial city, is therefore an ideal

subject for study of provincial suburban growth. St Oswald's, with its complete set of transport facilities, makes an ideal area of study.

III Time limits

Chester's northern suburb was destroyed in the Civil War in 1645 as part of the defenders' scorched earth policy.⁸ The defences encompassed land beyond the present day Rocky Lane.⁹ (Appendix I-) Suburban development north of Chester therefore effectively started anew after the war ended in 1646. Although references have been made to the early part of the 17th century this study particularly covers the post Civil war period from approximately 1650 to the present day.

IV Sources

The major sources for this study have been:-

1. *Maps*. Maps for the area from the 16th century to the 20th century have been used extensively. These include OS maps, estate maps, modern street maps, tithe maps, old maps, plans and maps from books, plans relating to services, aerial photographs and the City and County modern terriers.
2. *Dean and Chapter records*. A major original source for this study was the archive material of the Dean and Chapter of Chester Cathedral now deposited in the County Record Office. These include leases and

conveyances, surveys, maps, rate books and miscellaneous material.

3. *Chester Corporation records*. Those consulted include the Assembly books and files, Council Minutes, leases and conveyances, deposited plans and census records and other miscellaneous records.
4. *Histories of Chester*. The standard background histories of Chester were consulted. I was also able to consult the so far (1998) unpublished Chester edition of the Victoria County History series (volume V).
5. '*Oliver's list*'. With the permission of Oliver Bott I was able to consult the unpublished *Buildings of special architectural and historic interest in Chester (revised list)*. This has recently been published in two volumes as *Revised List of Buildings of Special Architectural or historic interest*.
6. 1910 '*Domesday*'. This land tax assessment includes complete coverage of the township area. The written schedule was consulted but the plans were not available in the County Record Office.
7. *Physical evidence*. The entire area was field-walked to provide evidence of its modern physical appearance.
8. *Other sources*. Selective use has been made of parish records, electoral rolls, newspapers, directories,

unpublished theses and other miscellaneous material.
A full list of sources appears at the end of this study.

V Limitations of sources

Some original sources were not in a suitable condition for public consultation. Others, such as many of the Dean and Chapter records, did not cover the entire area or were not consistent in the type of material they recorded. Other records, such as the Assembly books and files gave only patchy information. Some potentially useful documents did not exist for the area in question, For example, there is no enclosure award for St Oswald's township.

In spite of these restrictions I believe that a reasonably comprehensive survey of available material for the period was undertaken and that it was sufficient to answer the questions posed at the start of this study.

Chapter one. Suburban growth and land ownership

I Introduction

The development of St Oswald's township should be placed in the overall context of suburban development and land ownership from 1650. We also need to evaluate whether its physical development and land ownership patterns were typical of the period and other suburbs next to similar towns.

II What is a suburb?

Originally the term 'suburb', from the medieval Latin 'suburbium', had a wide range of meanings. It could mean extramural development, although not all towns had walls. It could also mean an entire settlement including the town itself or an extensive area around a town including other settlements.¹

Nowadays the term refers to the urban area outside a town's or city's central core. But as Dyos pointed out in 1961, it is also a development of social progress 'The modern suburb is clearly less of a geographical expression than it is an attitude of mind and a species of social as well as economic behaviour.'² His definition is still appropriate 'In essence, a suburb is a decentralised part of a city with which it is inseparably linked by certain social and economic ties.'³

Physically a suburb depends on its relationship to the city it abuts. Carter⁴ identifies several medieval suburban situations, which, as I shall show in a later chapter, are relevant to Chester.

First is a 'portal' suburb where development took place just outside the city gates.⁵ As a natural stopping place and road junction it was common for development to spring up. This was often travel related, such as inns or smiths, or included trades not tolerated within the city walls, for example, tanners, fullers, or traders like potters who needed easily accessible raw material.⁶ This combination led to the suburb containing less salubrious elements of society. St Oswald's seems to have followed a similar pattern. In 1841 in Upper Northgate Street, the street leading north from the city through the township, the census records 156 adults in employment. (Appendix Iiiiii) Of these, 18 (11.5%) were employed in travel related trades (as innkeepers/publicans, blacksmiths, coopers, wheelwrights, carter, saddler) 13 (8.3%) in the building trade, 17 (10.9%) in the carpentry trade and one each as potter and dyer. That the area just outside the Northgate was not the most desirable is evident from by the fact that of its inhabitants 39 (25%) were labourers and 62 (39.7%) servants.⁷

Carter's second medieval suburb type is the 'ribbon' suburb involving the extension of a portal

suburb along one major route into the city.⁸ In St Oswald's case this was Upper Northgate Street which was both a portal suburb and its extension a ribbon suburb. As the only road into the city from the north development was concentrated along it since before the Civil War. (Appendix Iii)

Carter mentions suburbs that grew up around churches and religious foundations.⁹ The cathedral did own many houses in the Upper Northgate Street both for clergy use and for lease. Some of these were the result of development near the former St Thomas' chapel and the Abbot's Windmill.¹⁰

Before the canal was built in the late 18th century, Chester had a town ditch that ran outside the north walls. There was therefore a Northgate bridge and so technically Carter's 'bridgehead' suburb type could be relevant.¹¹ But its proximity with the Northgate means it could be considered an additional encouragement to the portal suburb.

Carter explains that although suburban growth rarely developed in regular 'rings' around a city a 'marginal suburb' type existed. This involved suburban growth along the city walls, sometimes physically protected by external walls.¹² A few houses followed the outside line of Chester's walls on the north side of Dee Lane but, not being adjacent to the walls, might not be considered a marginal suburb. Certainly by 1745, as

Lavaux's map shows, the area immediately next to the northern walls consisted mainly of orchards and gardens rather than houses. (Appendix Iiii)

Carter mentions to another typical pattern of suburban growth produced by the development of common lands or estates. Later development was the result of infilling and piecemeal development by building speculators.¹³ Carter suggests that most suburbs show characteristics of several of these suburban models.¹⁴

As I show in chapter three, the eventual sale of large estates in St Oswald's such as the Dean and Chapter's and Earl Kilmorey's, as well as smaller landowners', allowed piecemeal development of the area. Building developers in the late 19th and 20th centuries took the opportunity to develop streets or small estates.¹⁵

III The growth of towns and suburbs

In 1650 England's economy was developing but still predominantly agrarian and pre-industrial. However, urban populations were increasing and demanding more goods leading to a spiral of growth.¹⁶ Even by 1700 three quarters of the most of the English and Welsh population lived in the countryside in very small village communities - perhaps more than 20,000 villages in the 1690s - and these were serviced by market towns acting as local centres of trade and distribution.¹⁷ There were

many towns but most were very small¹⁸ and most provincial market towns had a population of less than 2,000.¹⁹

Among provincial towns, Chester, with c10,000 inhabitants in 1700, had the status of a provincial capital. That is, it had a county named after it, had major political, economic and administrative roles, was the social centre for the gentry, was on a navigable river with a port and provided a wide range of professional services.²⁰ But provincial towns had no universal pattern of development. Towns did not all grow at the same pace or quickly and continuously.²¹ Nor was migration into towns an inevitable process. As Borsay points out, the most rapid expansion from the 1670s onwards took place in ports and industrial centres such as Birmingham, Manchester and Liverpool.²² By 1750 towns had the economic capacity to absorb larger numbers without a negative effect.²³

As towns' populations increased surplus inhabitants which the towns could not absorb spread beyond their original boundaries. Some walled cities such as Norwich managed kept most of their populations within the walls until the 19th century.²⁴ Such overspill as occurred was limited and close to the town walls.

Borsay identifies six problems of urban planning in the 18th century. Firstly, England's abundance of medieval towns resulting in little need to establish new settlements. Any new urban growth usually took place

within or just outside existing towns. Secondly, little tradition of town planning; thirdly, difficulty of obtaining agreement from landowners, lessees and tenants; fourthly, resistance to planning where trade was threatened; fifthly, the complex nature of the building process; and finally the length of time any project took.²⁵

By the late 18th century industrial development had greatly increased town growth. From the 1780s faster growing towns developed land outside the city core both for small trades and manufacturers such as canal wharves, or further out, for well-to-do housing.²⁶ The newly rich middle classes wanted to escape from increasingly overcrowded and polluted town centres. Some towns, including the main provincial towns, encouraged building of deliberately designed villa suburbs in green field sites outside the city centre with detached and semi-detached villas standing in their own gardens or with a deliberate grid, crescent or circle design. They were popular in the early 19th century.²⁷ However, even planned suburbs started to expand from their original focus during the mid-Victorian times.

Land for working-class housing was usually more densely developed than that for the well-to-do which required more open space. This created suburbs that segregated inhabitants by social class with the better off middle-class living in larger houses and further out

than artisans. In provincial towns, however, some of the less numerous well-off often preferred a main street close to their workplaces or warehouses.²⁸ Better quality housing could command higher rents. As it was also usually better built it had a greater value on reversion.²⁹ Garden plots were in demand by townspeople and this use, and other uses, of previous agricultural land could delay building development.³⁰

Chalkin explains that builders liked moderately sloping gravel or sandstone land where water drained away easily and where water was reachable by wells. They tended to avoid low-lying soil which was liable to flooding or marshland or other flat ground which was hard to drain.³¹ Certainly the low-lying land to the west of Chester's canal is still not fully developed. (Plate IIIii)

By the mid 19th century lower-density terraced housing was expanding rapidly in new residential suburbs of most English and Welsh towns.³² As Aston and Bond point out, suburban development tended to be piecemeal with 'the construction of new roads and houses being determined by the nature and sequence of plots coming on to the market for building'.³³

Chalkin has referred to Professor Parry Lewis's linking the level of building from the 1830s to the degree of population growth. However, Chalkin argues that improved prosperity also affects housing demand as

it results in higher wages and more marriages and therefore the creation of new households. This puts pressure on accommodation, and people in multi-occupancy accommodation are inspired to find houses of their own. People already in their own house might move to larger ones. Immigration to the towns and suburbs from the countryside might also occur.³⁴ However, Chalkin modifies this by reminding us that the durability of houses and the nature of the construction industry mean said that the building cycle does not always followed the trade cycle.³⁵

The building of low quality, high density working class housing was eventually curbed by public legislation originally brought on by concern for public health following the cholera epidemics of the 1840s.³⁶ This resulted in municipal housing or council housing. More progress was made after the Housing of the Working Classes Acts of 1885 and 1890, but most rapidly after World War One.³⁷

Carter argues that each successive development of a suburb or fringe belt with suburbs affects what there was before and so growth is not simply accumulative. Nor he reminds us, are houses uniform as fashion also affected housing and structure³⁸.

Canals and improvements to roads increased urban expansion but the railways were far more effective. Although populations were displaced by their

construction, housing and industry grew up near them. The arrival of the railways enabled suburban expansion further out from towns. Starting with large villas, commuter housing followed with town houses or terraces for the middle classes and terraces for skilled working-classes people working outside the immediate area, and eventually in-filling of working-class terraces.³⁹ However, as Dyos points out, originally railways did not forward suburban expansion dramatically but were mainly a means of occasional connections between towns. The impetus came from suburban lines and the opportunities for regular commuting between suburbs and the nearest large centre.⁴⁰ The introduction of cheap workers' fares enabled working-class commuters to move to inner suburbs close to the towns and pushed the middle classes further out towards the countryside.⁴¹

During the industrial revolution suburbs of working class housing were designed originally to keep workers near their jobs. Later in the 19th century factory owners, either from pragmatism or philanthropy, provided purpose built housing for their workers thus increasing villages.⁴²

From 1919 suburban local authority housing estates were built around towns so not all suburbanites lived in private housing. This council housing rapidly reduced in price and extended the range of people allocated it.⁴³ Between the wars the local authorities were responsible

for 31% of house building.⁴⁴ Such housing, inconveniently peripheral and with high rents, was meant for the more affluent working class and it was assumed that as they moved to the suburbs the poor would take over the vacated housing.⁴⁵

As suburbs grew so did the need to provide the amenities of social life - leisure, religion, education, trade etc. So suburbs grew as separate entities while still being mainly dependent on the nearest large urban centre for work.⁴⁶

Writers such as Aston and Bond have argued that 20th century towns tend to demonstrate circular expansion around a central commercial centre surrounded by working class housing and occasional 19th century factories. Encircling these are the middle class suburbs with lower density housing.⁴⁷ Others like Whitehand argue that the situation is more complex.⁴⁸ But distinction between agricultural land and suburb is becoming increasingly blurred as new industries and estates are built on green field sites close to modern suburbs.

IV Land ownership in relation to suburban growth

Carter points out two aspects of land ownership that affected suburban growth - the development of private estates adjacent to cities and common land belonging to municipal corporations. The former could be any size but the owners were usually few in number.⁴⁹

From the 17th to the 19th century major estate owners tightened their grip on land ownership. They did so by gradually acquiring greater property protection through use of stricter entail linked to primogeniture which severely restricted sale or lease of their land.⁵⁰ This coupled with improved mortgage facilities helped large landowners keep estates together and buy more land thus further restricting the amount of land for sale.⁵¹ This changed the land ownership pattern from a few land owners and many yeoman farmers to owners of large estates and tenant farmers.⁵² However, from 1660-1760 6-7% of the land was owned by institutions such as cathedral chapters.⁵³

Despite its inaccuracies, the new Domesday 1872-3, *Return of Owners of Land*, showed that although one million people owned some land, four fifths of the total acreage was owned by less than 7,000 people.⁵⁴ To many people, as JV Beckett explains, this seemed to confirm a trend towards consolidating land holdings and a reduction of smallest estates.⁵⁵

However, the entail system created debt and by the 19th century entails began to be broken using Estate Acts in order to sell land.⁵⁶ This enabled land purchase for investment as well as political and social status.⁵⁷ Rapid turnover of investment property and the agricultural depression of the 1850s led to high prices for land affordable only to the newly affluent.⁵⁸

Beckett concludes that between 1660-1850 nearly all land distribution was a result of reduction in the amount held by small owners. Other contributing factors to estate growth might have been population changes and the management of minorities.⁵⁹

Commonlands were leased for development mainly in the 19th century as a result of the general Enclosure Acts of 1836, 1840 and 1845.⁶⁰ Before that such lands were hard to release because of the rights of many people such as freemen over their use. Nottingham, for example, contained such hard to release lands. But normally such difficulties with commonlands were no more than an inconvenience and, as at Bath and Sunderland, alternative land was available for building. Once available, former commonlands were leased in allotments for development.⁶¹

Chalkin explains that estates were freed for development by a number of means. They could be sold outright or they could be leased to a developer for a specified period varying from seven years to 99 years or more. However, builders preferred longer leases than 21 years if they were to get a good return on rented land. Leases could also be for a fixed number of 'lives', usually three, which could be replaced for a new one when one person died. Another form of lease that was virtually outright sale was to lease land for a

'fee-farm' rent in perpetuity.⁶² As I show later all these forms of lease were used in St Oswald's.

Landlords wanting maximum returns on leases could put covenants on them specifying types, placing and uses of buildings on the sites. Fee-farmers, however, being virtually freeholders, could develop their land as long as they paid their rent. Generally, as Chalkin points out, the owners of the land were not the builders.⁶³ In rapidly growing new towns most houses were built on new land, particularly from the 1780s. Sometimes the owner acted as developer and prepared the land, marked out plots and roads and sometimes provided amenities such as sewers or paving. Owners got their return on leased property by its increased value after development. Sometimes the land was released to developers acting as middlemen between the owners and builders.⁶⁴

Building-related craftsmen became speculative builders by buying or leasing land for development. This often resulted in a few houses being erected by different builders on adjacent plots, even in the same street.⁶⁵ Developers tended to be of higher social standing than builders, such as merchants, attorneys or other professional men.⁶⁶

V Conclusion

Suburbs, now generally defined as an urban area outside a city's central core, depend physically on the city to

which they abut. There are several medieval models for suburban growth which are applicable to the St Oswald's township area of Chester.

But while suburban growth might follow one of several suggested models, it is more likely to have developed in a combination of ways. Land previously locked up in estates, large and small, was gradually released for housing development from the late 18th century onwards. This resulted in suburban estates as well as piecemeal building. However, owners often kept control over development by putting building covenants on both leased and sold land.

Increased industrial development from the 18th century onwards stimulated town growth. This coupled with improved transport systems encouraged more people to live outside towns and cities and therefore stimulated the growth of suburbs. Fashion in housing, social status and the practical needs of an expanding work force looking for housing outside a town's central core all played their part in producing suburban growth.

Although it is possible to generalise about the stages of suburban growth and the effects of land ownership upon it, there will always be atypical examples. Chester itself, as I shall show, shows both typical and atypical aspects.

Chapter two. St Oswald's 1641-1790

I Introduction

The Civil War marked a turning point in the development of Chester's northern suburb. Suburban expansion was completely annihilated. It then regenerated along pre Civil War lines.

Maps and plans before 1650 show gradual expansion beyond Chester's city wall. Braun's map (Appendix Ii) shows houses lining both sides of Upper Northgate Street and the western side of Dee Lane (now Canal Street) with houses on both sides half way along its length from the Upper Northgate Street junction. On the Northern side of Dee Lane a substantial towered building is visible, possibly a church or important house. (Figure 1) So as early as 1580 ribbon development was taking place along a major route out of Chester, portal development close to the North Gate and development along the walls.

Thirty years later Speed's map (Appendix Iii) shows houses starting to line Parkgate Road and Liverpool Road (whether this was the case in 1580 we cannot tell because the map stops short of the end of Upper Northgate Street). Houses also lined the east of Dee Lane. The newly formed roads of what are now Garden Lane and Raymond Street had a few isolated houses along their length. So new roads and houses would seem to indicate that given time a wide spread of suburban development

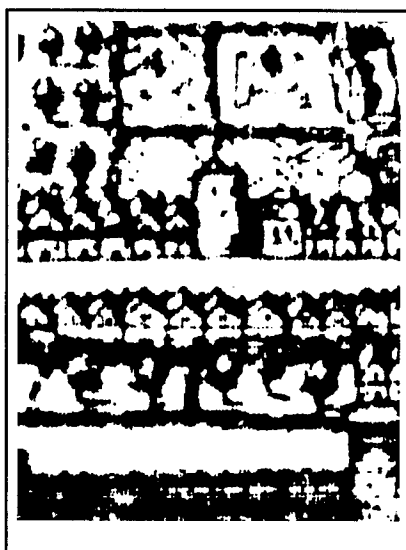


Figure 1 Enlargement
from Braun's map of
1580 showing the
towered building in Dee
Lane

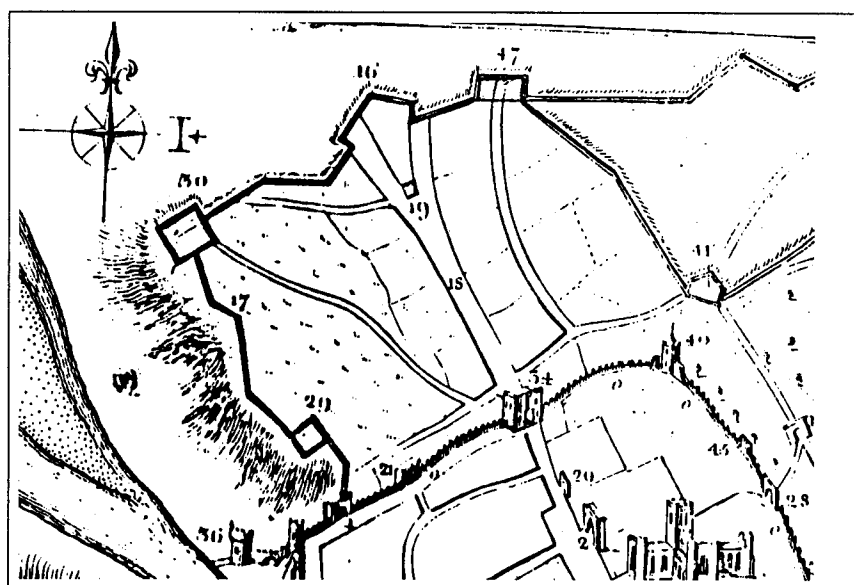


Figure 2

Map from Hemingway's *Chester* opposite p.169 showing the Civil War defences for the northern suburbs.

Number Key to northern fortifications

- | | |
|--------------------------------|----------------------------------|
| 16 Flankers, Further Northgate | 30 Mount leading to Stone-bridge |
| 17 Flankers, Stone-bridge | 34 Northgate |
| 18 Further Northgate | 36 Water Tower |
| 19 Further Northgate Turnpike | 41 Phoenix Mount |
| 21 Gun-mount | 47 Dr Walley' Mount |
| 29 Morgan's Mount | |

would have developed north of Chester. However, the Civil War intervened.

II Physical development

Before the Civil War central Chester showed signs of the build up of housing within its walls but there were still gardens, orchards and fields within the city. (Appendix Ii). By 1610 little had changed (Appendix Iii). There was therefore no immediate pressure for land to force people to live elsewhere. Chester's northern suburb developed much as to be expected of a medieval walled city according to Carter's scheme. (see pp.7-10) Both portal and ribbon development took place as well as building along the outside of the wall. Had the Civil War not intervened we might have expected further development and perhaps the eventual destruction of the walls themselves.

The Civil War also introduced defences which encircled the northern suburb. These included the Water Tower, Morgan's Mount, Stone Bridge, a mount leading to Stone Bridge, a trench cut in 'the Rock without the Northgate', now probably the passageway known as Rocky Lane,¹ and enclosed the Northgate and the turnpike itself. (Figure 2) In fact between a third and a half of St Oswald's township was enclosed by Civil War defences.

However, by the end of the Civil War siege of Chester in 1646 the entire northern suburb had been

destroyed. This was largely the result of a 'scorched earth' policy on the part of the city's defenders but was none the less devastating for the inhabitants.² Randle Holme's contemporary account of the destruction notes 'Without the Northgate, from the said gate to the last house, Mr Dutton's [Jollye's Hall], all burned and consumed to the ground, with all the lanes to the same,...' Holmes also notes the destruction of St John's Hospital, the House of Correction and the Great Windmill.³

Holme's definition of Dutton's house, which according to a 1649 survey was 'with two courts',⁴ as 'the last house'⁵ indicates that the suburb stopped at the end of Upper Northgate Street at the junction of what are now Parkgate Road and Liverpool Road, just under a quarter of a mile from the city walls.⁶ It also shows that gentry had started to live north of the Northgate. The importance of the Northgate as a route out of the city can be judged by the fact that 16th century, 17th century and 18th century maps show the route lined with houses. (Appendix Ii,ii,iii).

Rebuilding started almost immediately the War was over and followed much the same pattern as its medieval forerunner. Rather than starting from a new point after the Civil War, it began again and followed Carter's typical ribbon, portal and walls development of a medieval suburb types.⁷ So by 1649 a survey of Dean and

Chapter land shows houses had been built on both sides of Upper Northgate Street (the part of Northgate Street north of the walls)⁸ and by 1745 Lavaux's map shows building along the Upper Northgate Street, part of west Dee Lane and a few buildings along the southern end of Parkgate and Liverpool Road. There are gardens along the south of West Dee lane and behind the Upper Northgate Street houses. (Appendix Iiii) The rest of St Oswald's township is, it can be assumed, fields, although the map shows no more of the township than Speed's map of 135 years earlier. (Appendix Iii) This suggests that it is not the age of the development but the physical constraints that mould suburban development, at least to start with. Although no longer a medieval walled city the 17th century walls gave the city the same physical outline as the middle ages.

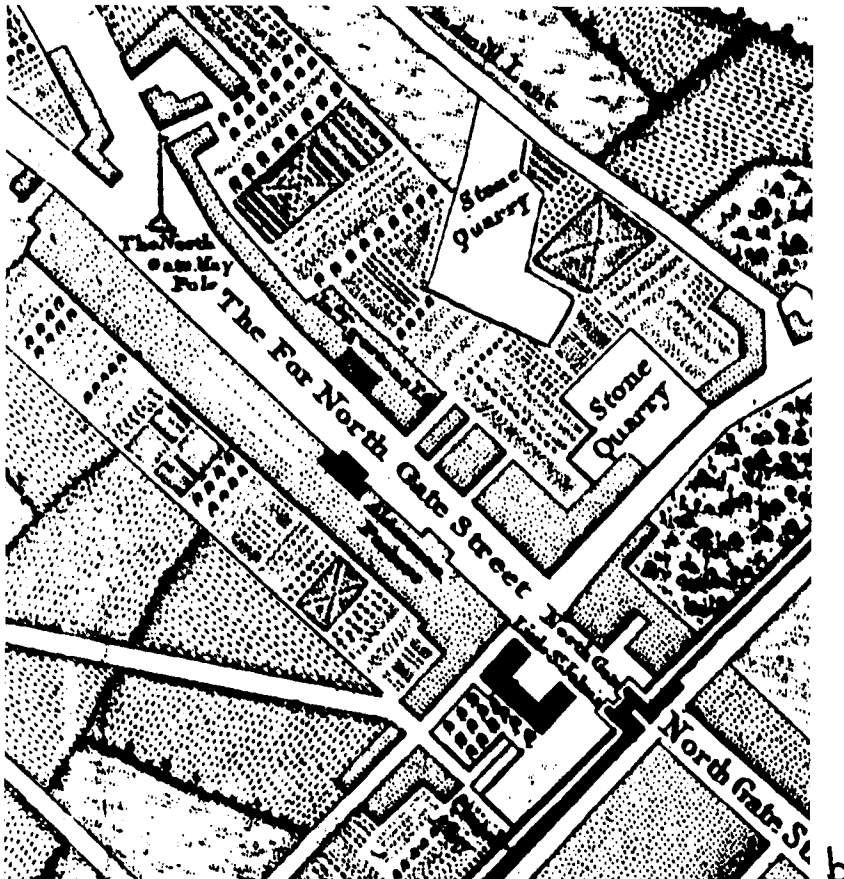
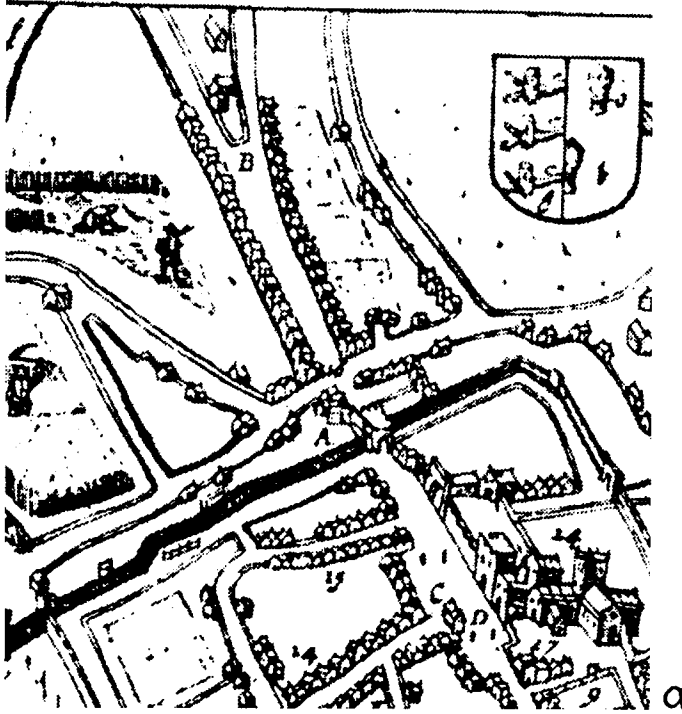
Part of the similarity of development may well have resulted from rebuilding initially taking place on or close to the destroyed building foundations within the original land plots. Allowing for discrepancies in scale and recording, a comparison of Speed and Lavaux's maps does show a general correspondence in building area.

(Figures 3a, 3b)

The rebuilding evidently encouraged gentry to build houses for themselves north of the walls. In 1713 John Egerton Esquire had a house and garden on the east side of Dee lane.⁹

Figure 3

Speed's map of Chester 1610 (top) and Lavaux's map of Chester 1745 (below) showing the similarity in building development along Upper Northgate Road and close to the city walls at the Northgate.



Early industrial building included the Bache Brook water mill owned by the Abbot and later the Dean and Chapter, the only one within the city liberties. It was often inoperative through lack of water although the area was liable to flooding.¹⁰ The mill was closed in the 19th century and the land, still clearly visible on maps and aerial photographs, is now developed as a supermarket and garage. (Figures 4a, 4b)

The Windmill Lane (now Victoria Road) that features in surveys and on maps refers to the abbot's windmill without the Northgate. This was leased by Bavand's after the dissolution but was destroyed by the defenders in the civil war in 1643.¹¹

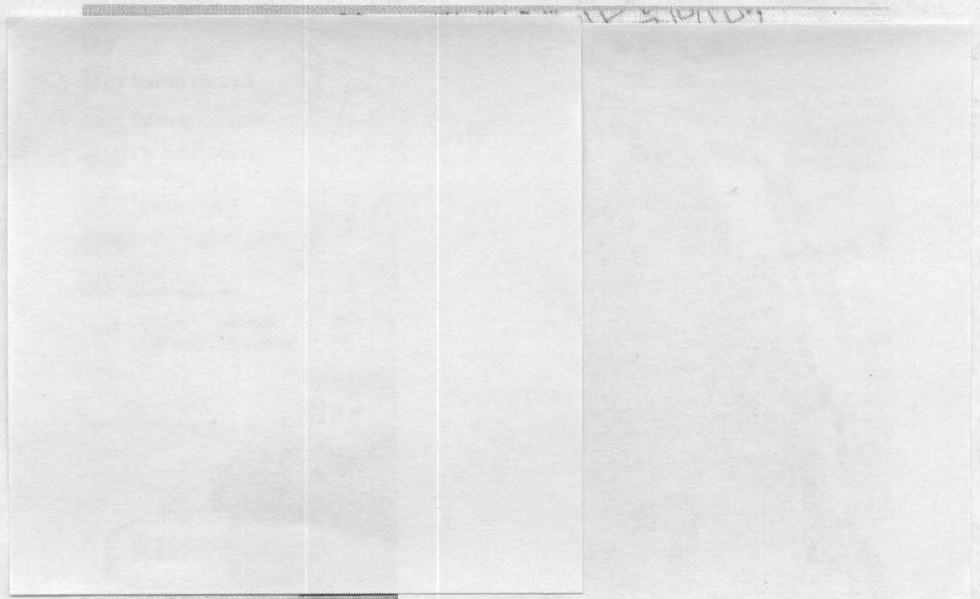
De Lavaux's map of 1745 shows that most of the township was fields. (Appendix Iiii) There were gardens and orchards along both sides of Upper Northgate Street and next to the City walls south of West Dee Lane (later Canal Street). The northern area within the walls was also free from development. There were houses along Upper Northgate Street and the only industry evident is the two stone quarries between Upper Northgate Street and Windmill Lane. Three major buildings are marked in Upper Northgate Street - Little St John's hospital close to the city walls and, almost facing each other, two gentry houses belonging to Alderman Parker on the west side and John Egerton Esquire on the east. (Figure 3b)

Figure 4



a

Aerial photograph 1985 showing the Bache Pool



b

Plan showing the extent of the development for the Safeway Superstore and garage on the Bache Pool area 1998

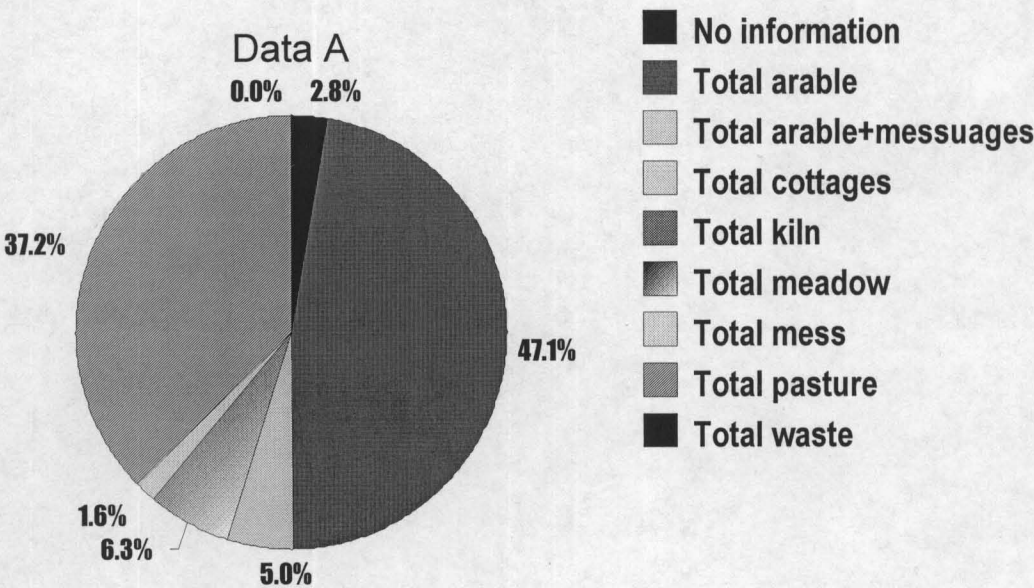
In 1715-17 the Corporation and private subscribers had raised the money to rebuild St John's Hospital. St John's hospital was, like Little St John's, an extraparochial enclave outside the Northgate.¹² Almshouses were built at the rear. However, St John's hospital stopped providing medical care in the early 17th century.¹³ Following the War Chester was devastated by the plague. Between June 1647 and April 1648 2,099 people died of the plague in Chester.¹⁴ The Assembly therefore built plague cabins between the Water tower and the river in 1647-8.¹⁵

The total area of land in the township outside the walls was 338.81 acres (345.6 according to the tithe commissioners).¹⁶ (Appendix IIiv) Of this almost two thirds (60.1%) of the arable and pasture belonged to the Dean and Chapter of the Cathedral after the Civil War. In 1649, three years after the end of the siege, nearly half the cathedral land was under arable and over a third under pasture. About 14% of its land had a messuage on it. (Figure 5) There appeared to be no objection to land being built on. Indeed, as the average rent per acre for developed land was at least twice as much as for dedicated farm land there was an incentive for landowners to encourage building.¹⁷

Contemporary maps do not usually show land north of where Dutton's house stood. By 1610 the main roads are there - Upper Northgate Street, Parkgate Road, Liverpool

Figure 5

From 1649 survey
Dean & Chapter lands



Road, the Dee lane and Garden Lane and Windmill Lane, the latter having been formed since Braun's map was made. (Appendix Iii) Each road had a few houses dotted along it and at the end of Northgate Road the map depicts a large house with a barn behind it - probably 'Dutton's turnpike'. This was built on the remains of St Thomas' Chapel and was destroyed in the siege of Chester. St John's hospital is clearly marked.

i The canal

One of the most important changes to the physical landscape of St Oswald's in this period was the building of the canal. The Chester canal linking the Dee to Nantwich was started in 1772 and connected the renavigable Dee to Nantwich and Middlewich. (Appendix Iiv) However it was a dead end so little traffic used it.¹⁸ Although a financial disaster,¹⁹ for the first ten years it changed the landscape by linking the tidal Basin to the Dee north of Crane Wharf by a steep staircase of five locks.²⁰ This was the largest canal staircase in Britain. When the canal was later connected to the Ellesmere Canal in 1797 the Northgate staircase was cut off below the third lock and the lower two locks were filled in. The canal then veered sharply north to meet the Ellesmere canal end on at Tower Wharf.²¹ Contemporary maps show that the creation of the canal

encouraged some building both practical and for housing along the Dee lane, later Canal Street. (Appendix Iv,vi)

In 1717 the Dee Navigation Company was ordered to make a new straight cut for the Dee.²² Later the building of the canal along the South edge of the estuary and reclaiming land to its north meant that the boundaries were pushed west to take in a triangular area previously part of Blacon Marsh.²³

In the 13th century Portpool was the earliest and nearest anchorage at the edge of the city liberties, in the north west corner of the St Oswald's area. As it was close to the city it was affected by the silting of the Dee.²⁴ By the later Middle Ages it was disused although some modern historians wonder why, as houses must have been built there and it was close to the city, Portpool failed to continue to develop even after the arrival of the canal.²⁵

A new cut to make the Dee navigable by large ships began in 1734 and was completed by 1737. In 1741 the underwriters of the project became the River Dee Company to get new capital.²⁶ The 1847 tithe map (Appendix Ixii) shows that they owned the township area west of the canal.²⁷ The canal itself was only moderately successful as a trading route eventually losing out to financial mismanagement and the greater success of Liverpool.²⁸ The huge influx of trade and workers north of Chester therefore never materialised. Any immigration could be

contained within the city walls or along the lines of the post Civil War development.

In 1783 work started on the new Ellesmere Canal. This was designed to link the Wrexham iron-making district to the Mersey using the Chester canal for part of its route. By 1797 it linked Chester to Ellesmere Port and a new canal basin was built at Tower Wharf with warehouses, dry docks, an iron roving bridge and a canal tavern.²⁹ The improved trade gave the canal a new lease of life and buildings of trade and commerce were built along its route, mostly outside St Oswald's beyond the Gorse Stacks area. Even on a map as late as 1833, (Appendix Iviiib) although a foundry and a few other buildings are marked, much of the canal bank in the township is free from development.

III Land ownership and development patterns

The cathedral was granted all the Abbey lands after the dissolution but most of it had been granted away in a series of long term leases before the dissolution.³⁰ Originally the bulk of the land outside the Northgate belonged to the cathedral except for the hospital of St John's and a narrow strip of land west from the gate beside the town ditch. It consisted of St Thomas' Ward which included all extramural land without the Northgate.³¹ On Speed's map (Appendix Iii) the river runs close to the western boundary of the Dean and Chapter

lands. The later west veering of the river meant that marsh lands were freed.³²

The aftermath of alleged financial mismanagement led to the bulk of the monastic lands being farmed out to the King's comptroller Sir Richard Cotton. The cathedral only regained its lands by 1580 but was obliged to let fee-farmers who had bought land from Cotton keep farming it for an increased rent.³³ As fee-farmers had virtual freehold rights this meant that that fee-farm land was effectively removed from Dean and Chapter control.

The city and the western boundary of the St Oswald's township area was Finchett's Gutter. (Appendix Ixii) It was created in 1713 when the boundaries across the Dee had become unreliable because silting altered its route.³⁴ The Assembly was asked to designate the 'brook from the Stone Bridge to the River Dee' as the city's (and St Oswald's) western boundary.³⁵

The area included St Thomas' chapel and graveyard and the ditch and earth wall built to protect the eastern and northern suburbs.³⁶ Only Morgan's Mount survived and the barn behind the chapel which had previously been converted into a house for Mr Dutton. The land also included the commons fields in the south east of the township.³⁷ In 1509 St Thomas Manor without the Northgate and even the abbey precinct had been brought into the city's jurisdiction. So the township

area belonged to the cathedral but was within the city liberties.³⁸

One important landowner was the Corporation of the City of Chester. Most of its property outside the Northgate was in the south of St Oswald's, close to the city walls. References to leases and conveyances of the 17th century show that building and enclosure was encouraged, often with the proviso that local amenities should be created, for example a 'cart pavement'.³⁹

Although the city townfield, the Chesterfield,⁴⁰ was to the north east of the city there were townfields to the west of the priest's field where University College Chester now stands.⁴¹ That area was among the first to be developed and its division into plots for gardens and houses can be seen quite early on. (Figure 6) The Corporation also owned lands in Further (ie Upper) Northgate street as seen by their lease of land there to John Detnell, malster, of buildings and land adjacent west to Dean and Chapter lands.⁴²

The leases were commonly for three lives although leases of seven, fourteen and even 21 years were not unknown. Corporation leases in the early 18th century were often accompanied by 'permission to build' showing the encouragement given by the Corporation to development of houses and work buildings - even to the extent of encouraging William Ashtead, a cordwainer, to

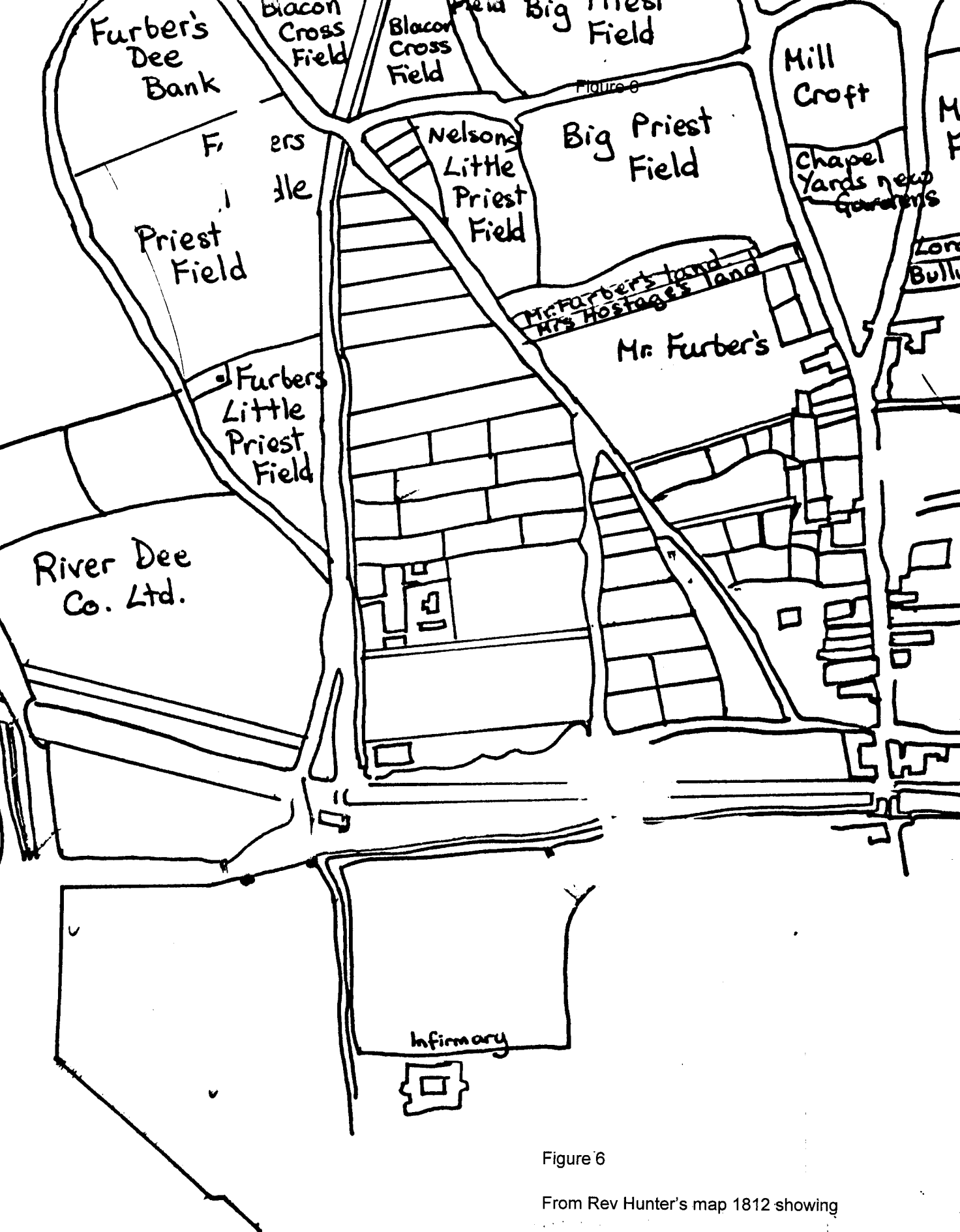


Figure 6

From Rev Hunter's map 1812 showing the area which was amongst the first to be divided into plots and gardens

build just outside the city walls in 1703 so long as he built 'pigstyes'.⁴³

i Enclosure

Cheshire had an ancient tradition of piecemeal enclosure from forest and waste. This continued during 1760-1840. After 1760 this was supplemented by enclosure by Act of Parliament.⁴⁴ Private agreements to enclose commons and waste were often made in Cheshire between 1750 and 1850.⁴⁵

Chester and St Oswald's township did not have a formal Enclosure Act, although Saughton, part of St Oswald's Parish did,⁴⁶ as did other local parishes such as St Marys-on-the-Hill.⁴⁷ Most enclosure of land took place by agreement or petition and was mostly piecemeal. So, for example, William Watts, the owner of several messuages petitioned the Corporation to enclose nearby wasteland as fee-farm (ie as virtual freeholder at a fixed rent).⁴⁸ In 1695 John Johnson, a slater, asked permission to enclose land near the city maypole near the end of Upper Northgate Street.⁴⁹ In 1707 John Bentley, an innholder, was granted a lease for three lives for waste land near Windmill Hill without Northgate with permission to enclose and build a house;⁵⁰ in 1717/18 William Brock was granted permission to enclose in Further Northgate Street.⁵¹ Permission was often accompanied by the requirement to build on the

plot enclosed.⁵² Not all petitioners waited for permission to enclose. Others enclosed land or wasteland close to their property and then asked to be granted the land on lease.⁵³

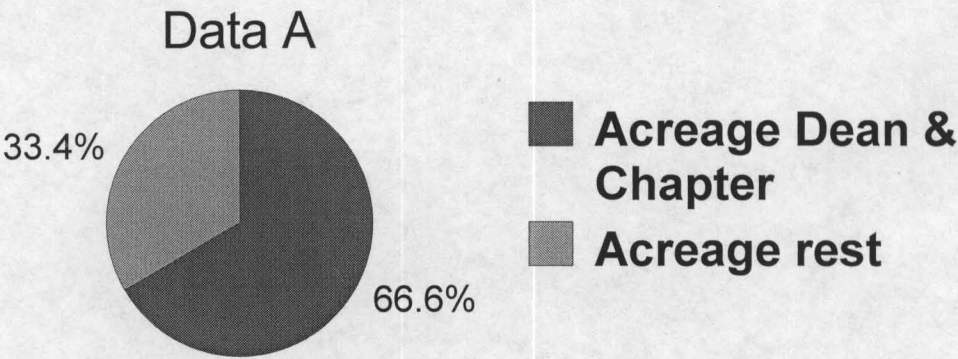
Although the Dean and Chapter owned much of St Oswald's the rest was owned by the Corporation and gentry. Gentry like the Earl of Kilmorey owned land in many places including local townships. Kilmorey, for example, apart from vast estates in Ireland, owned land not only in the township but in the neighbouring township of Newton. Of Kilmorey's 5087.9 acres at the end of the C18⁴¹ only 44.2 acres lay in the St Oswald's township area by the mid 19th century.⁵⁴

IV St Oswald's township in 1790

A snapshot (albeit incomplete) of the area is provided by a survey of the Chester estates of the Dean and Chapter in 1790. The Survey shows that they still owned the same area of land (allowing for discrepancies in recording). (Figure 7) Although the survey does not record the type of land it is clear from the survey that the land was still virtually all under fields and this is confirmed by contemporary maps.⁵⁵ (Appendix Iv,vi) Hunter's copy of Lavaux's plan of 1796 shows that he had no reason to make major amendments and the map shows that development was still confined to Upper Northgate and close to the walls. Even twenty two years later the

Figure 7

**Percentage of township lands owned by
the Dean & Chapter
in 1790**



Rev James Hunter's map of Dean and Chapter property demonstrates that virtually all the township was under fields. (Appendix Ivii)

V Conclusion

Regeneration of the northern suburb took place very quickly after the Civil War and houses were built in Upper Northgate Street, the main road out of Chester to the north. But by the end of the 18th century, even after the arrival of the canal, the area was still mainly agricultural and still owned mainly by the Dean and Chapter.

With space still available for development within the city walls there was still no incentive for major building efforts outside the walls to the north. But what growth there was concentrated near Upper Northgate Street and, towards the end of the period, Parkgate Road and Liverpool Road.

During this period enclosure was carried out piecemeal and it was the Corporation who encouraged building by granting permission to build with permission to enclose. However, this building varied from housing to animal enclosures. Important citizens such as Egerton built large houses to the north of the walls, but generally major landowners in the area had neither the need nor commercial skill to develop their property intensively.

Chapter three. St Oswald's 1791-1918

I. Introduction

The 19th and early 20th century was a period of major change for the township area. It was during this period that it changed from a predominately farming area to one of residential suburban housing. Also during this period major estate owners who had been steadily accumulating land and relied on leasing it out, began to sell the land to smaller owners.

Census figures calculated for the period 1841-1891 show the population of St Oswald's increased from just over 3,000 in 1841 to about 11,000 in 1891.¹ (Figure 8) There was a sharp increase in population from 1851 when the railways had taken hold and the population rise echoes that of Chester as a whole.² (Figure 9) But whereas the city's increase was the result of cramming more houses and bodies into an essentially self-contained area, the township's increase was the result of the spread of housing into largely undeveloped open areas. After 1891 the changing boundaries of wards and parishes makes calculating figures for the area in question difficult. However, maps for the period clearly show the huge leap in development. (Appendix Ixiv)

Cole's map of Chester 1805 (Appendix Ivi) shows that Upper Northgate Street remained built up and development was progressing at Gorse Stacks and along

Figure 8

population of St Oswald's township
1841-1891

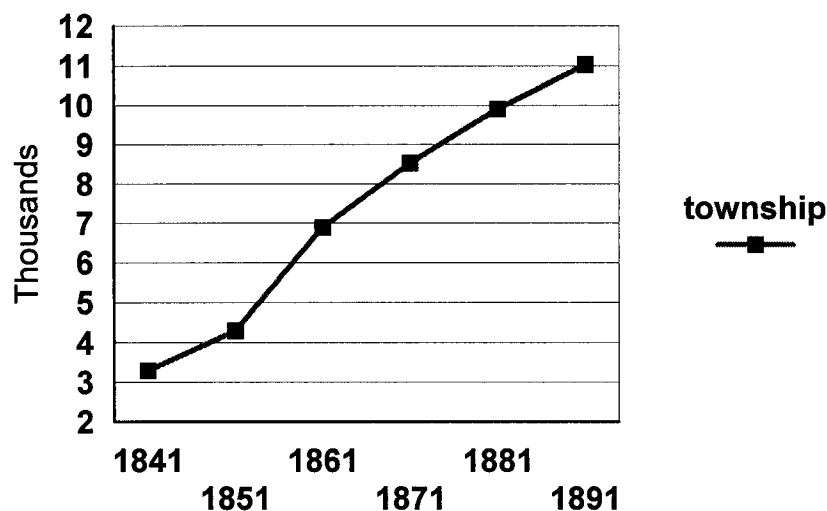
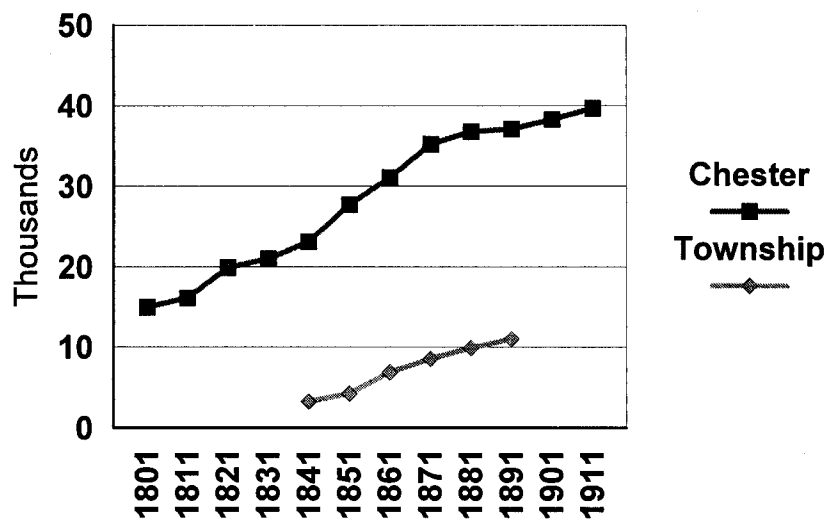


Figure 9

population 1801-1911
St Oswald's township and Chester



Brook Street to the south east of the township (north east of the city). To the west there are very few buildings alongside the canal. The rest of the area, according to the map, still appears mainly agricultural.

By 1908 the picture is completely different. What were fields in 1805 were by 1908 covered in housing and three railway lines cross the township. Development in the shape of several terraced streets has begun on the south western section of the marshlands between Sealand Road and Whipcord Lane. The only areas which had escaped full scale development were the northern section of the area between Parkgate and Liverpool Road and the land encircled by railway tracks to the east. (Appendix Ixv)

II Physical development

It appears to have been the expansion of the transport system of the 19th century that produced the major changes in St Oswalds township. The canal's cuttings had altered the landscape but, apart from a few isolated buildings along the canal and the canal related buildings of Canal Hotel, warehouse, lock keepers cottage, dry docks and repairs yard, the canal itself had little impact on housing within the area. This may have been because what industry it did attract was situated on the edges of the area near the Dee or the industrial east of the city.³

i The railways

The arrival of the railways in the 1840s changed the area dramatically. First the township's eastern boundary as Flookersbrook/Newton Brook disappeared under the Chester & Birkenhead Railway line.⁴

Railway Companies had the money and labour to drain the low-lying areas east of Liverpool Road for a large goods depot to service the new Northgate Railway.⁵ The route for this line, surveyed by George Stephenson and built by the Chester & Holyhead Railway Co in 1844, ran west from Brook Street, tunnelling under Upper Northgate Street and heading towards the Roodee.⁶

Completion of Chester General Station in 1848 stimulated house building nearby. The new streets typically consisted of two-story terraces of red brick with slate roofs. Many of these small streets and their houses still remain today.⁷

Many of the occupants were employed directly or indirectly by the railways. For example, by 1861 in St Anne Street, of 167 adults in employment 24 or 14.37% were directly employed by the railways at all levels - as labourers, engine drivers, clerks, fitters and inspectors. (Appendix IIvi) That does not include men in other manual trades who might have found employment either directly or indirectly with the railway companies.⁸

In 1890 the Manchester, Sheffield & Lincolnshire railway line, was constructed under Liverpool Road, over Parkgate Road embankment and out via Sealand. Liverpool Road had its own station.⁹

Therefore by the end of the 19th century the township had two major roads (Liverpool Road and Parkgate Road), a canal, and several railway lines and stations together with the attendant work sheds and goods yards. The roads continued to be busy and in the 19th century Liverpool Road was used by wagonettes. From 1907-15 a motor bus service served the same route and also served Garden Lane and Sealand Road.¹⁰

ii City improvements

The expanding population and increase in housing encouraged the Corporation to begin a series of improvements throughout the City, including north of the walls. They started with sewerage in 1803 although some places did not get sewerage until much later. For example, Upper Northgate Street did not get sewers until 1854.¹¹ The completion of the northern Intercept sewer in 1879 meant that much of the north western part of St Oswald's could be drained enabling it to be built on.¹² From 1808 until about 1828 rainwater culverts were put into most of the streets. Most areas had gas (replacing oil lamps) by 1830 and electricity was introduced from 1892. However some areas of the township were late in

getting the improvements. The gas lamps in Canal Street, for example, were not discarded until 1902.¹³

iii Housing development

From the mid 19th century development in the area began with terraces of small artisan housing particularly near the stations. These were typically brick two-storey terraces with slate roofs and doors opening straight onto the street. (Plates IIIiv,v) They had skylights over the doors, sash windows and small back yards.

However, the densely populated streets near the station became slums. Clearing those between George Street and St Anne's Street began after the 1849 cholera epidemic.¹⁴

There were also large villas with big gardens for the wealthy along Liverpool Road. However, the VCH argues that as the railways made their mark the status of the area declined. Villas ceased to be built but larger terraces for the middle classes in areas such as Garden Lane and the Stone bridge area took their place.¹⁵

One of the last grand houses to be built on was on land to the east of Liverpool, enclosed by Lord Kilmorey in 1818.¹⁶ 'Abbotsfield' was built before 1844 and was a substantial stone-built two-storey house that stood in large grounds on Liverpool Road together with carriage drive, entrance lodge, coach house, glass houses, pleasure grounds and a pasture area with pigsties, loose box and shed.¹⁷ Inside the house's size and importance

can be judged by the fact that besides the usual family rooms and five bedrooms, it had four wine cellars and a larder in the basement, domestic offices, two servants' rooms, and a smoke room in the turret. It was leased out to a succession of people and was put up for sale by Countess Kilmorey in 1908.¹⁸ (Figure 10, Appendix IIxi)

Nearby in the same road one of several substantial 19th century middle class villas was also sold at the same time - 'Hampton Lodge' - which although its main rooms were of similar size and had an extra bedroom only had one cellar and no servants quarters. Its grounds were a fraction of the size of 'Abbotsfield'.¹⁹ The area between Liverpool Road and Parkgate Road had at least a dozen such substantial villas as well as several large semi-detached houses. (Figure 11, Appendix IIxi)

During the late 19th century and early 20th century the Corporation gave permission for many houses in the area. For example, from 1896-9 houses were built in Brook Lane and Grange Road, followed a few years later by houses in Orchard Street, Upper Northgate Street, Lorne Street, Brook Street and West Lorne Street. Houses tended to be built in small blocks of two or four or as individual houses.²⁰

The most extensively developed area within the city boundary was the area between Parkgate Road and Sealand Road typically small estates of two-storey houses or

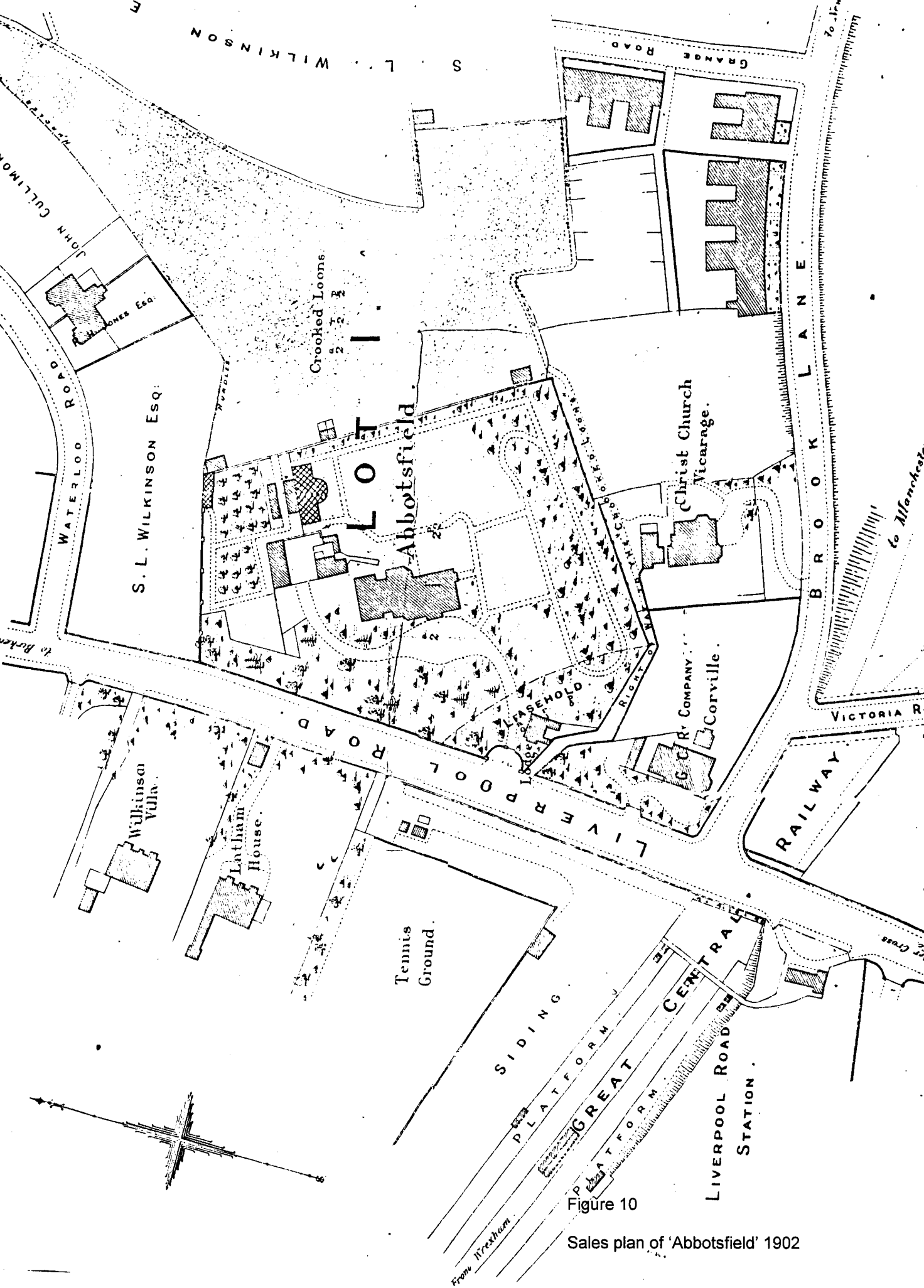


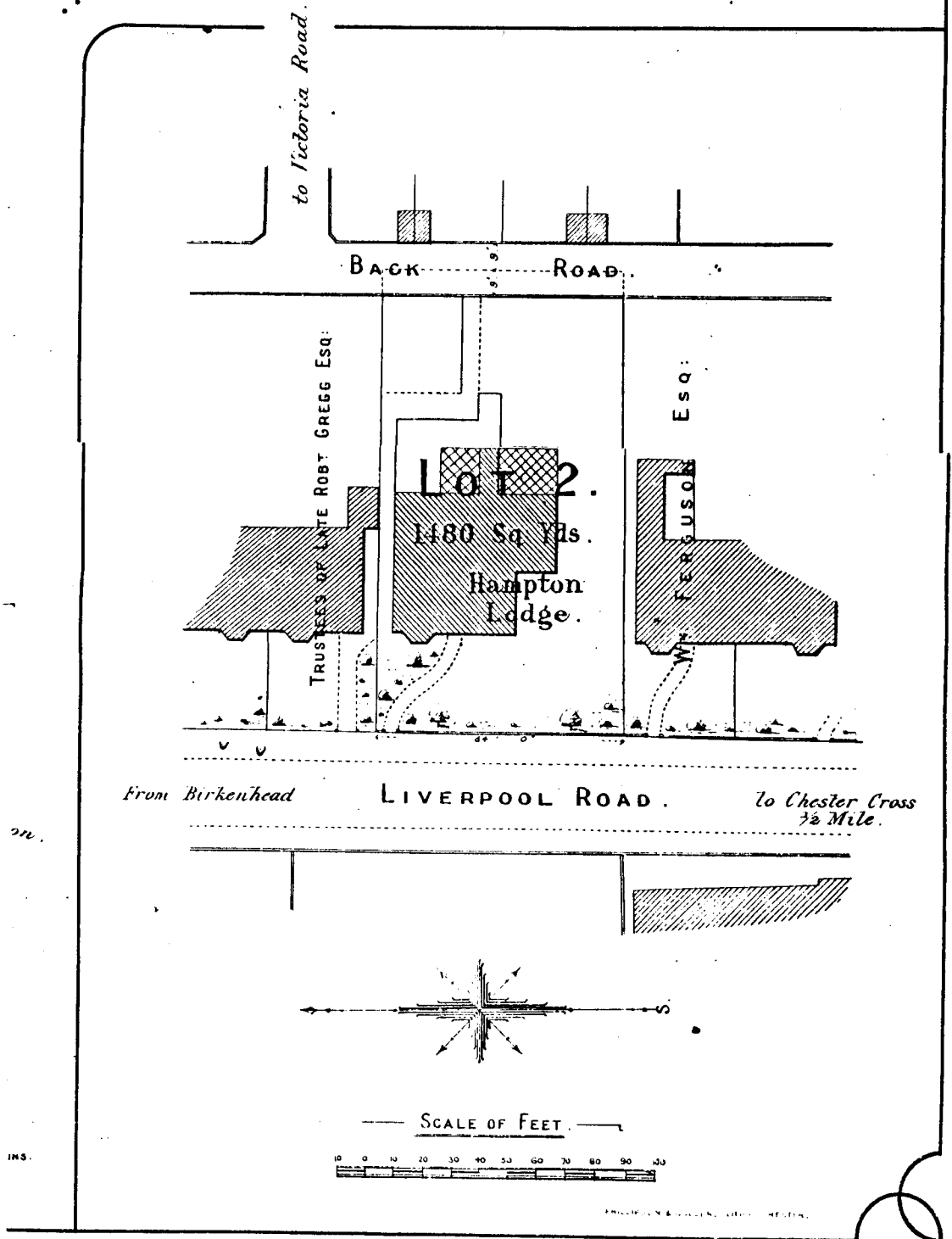
Figure 10

Sales plan of 'Abbotsfield' 1902

THE CITY OF CHESTER.

ADVERTISED TO BE SOLD BY AUCTION ON JULY 19, 1902.

BY MESSRS CHURTON ELPHICK & CO.



larger terraces eventually built to the slope below Upper Northgate Street.²¹ (Figure 12)

By 1910, the date of the latest 'Domesday' survey, there were 2951 houses in the area shown on the 1847 tithe map. (Appendix IIvii) 2386 of these were recorded as having no gardens, or presumably only very small yards, implying that most housing was terraces with doors opening onto the street. Interestingly there were still five gardens on their own - a relic of the days when gardens were more prolific²² and had been used for grazing cattle or market gardening.²³ 6.3% of total stock were houses with shops, only 1.79% consisted of shops on their own. Compared with the total stock the shops only occupied a very small part of the area.²⁴

The figures and maps show that the most densely built up streets were close to Chester General Station and as the map²⁵ shows the housing consisted of long terraces of houses. (Appendix Ixv) For example, St Anne Street and Cornwall Street, both close to the General Station, had housing density of 10.4 and 12.4 houses per 100 feet of road respectively, while on the western side of the township streets such as Vernon Road and Bouverie Street had only 9.5 and 6.4 houses per 100 feet respectively²⁶.

iv Community buildings

The population increase led to the provision of community buildings such as schools and churches. The Bluecoat School built in 1717 still existed and the almshouses of St Johns hospital were rebuilt at the rear. (Plate IIIvi) In addition more schools were built from the early 19th century:- the Diocesan school (1812), Christ Church National School (1840) (Plate IIIviii), the Training College (1843), Victoria British School (later Council School) (1867), St Thomas School (1873) and Love Street Council School (1909). By 1908 the Diocesan School had closed but the others continued.²⁷

A number of churches and chapels were also built, many of them nonconformist. St Thomas of Canterbury, a chapel of ease was consecrated in 1872. The Welsh Congregationalists had a chapel in Brook Street from about 1850 to 1860. The Upper Northgate Street Congregationalist Chapel was built in 1875 and in the same road the Church of Christ was established in 1882.²⁸ Secular pursuits were also catered for. Within the city and its immediate suburbs about 190 licensed premises existed by 1834, several in the township area. Among these were two larger taverns or secondary inns, Bowling Green Tavern in Brook Street (Plate IIIix) and the Bull and Stirrup at the junction of Upper Northgate Street and George Street (Plate IIIxia), both carrier's inns,

and Canal Tavern on Tower Road.²⁹ Other pubs in the area included Liverpool House in Lion Street³⁰, the George and Dragon³¹ (Plate IIIx) The Bache Egerton Arms³², as well as the Prince of Wales in St Anne Street, the Ship Victory Pub and the Bouverie Arms which were still operating in the early 20th century.³³

Although the west of St Oswald's was becoming largely residential, by the end of this period the south east area of the township, including the Gorse Stacks and Brook Street areas, contained a high incidence of industry such as foundries, tanneries, chemical works, engineering works and saw mills.³⁴ The neighbouring streets also housed industrial building such as the Birmingham & Gloucester Wagon Company in Black Diamond Street close to the station which had works there in 1870 although much reduced by 1875.³⁵

III Land ownership

In 1791 the Dean and Chapter still owned most of the land in the township. Most land on either side of Parkgate Road and Liverpool Road up to the Bache boundary was part of the Dean and Chapter's Bailiwick estate.³⁶ The next largest landowner was the Earl Kilmorey. Much of the rest of the land was owned or leased by local gentry. (Appendix IIv) Also all the major lessees of the Dean and Chapter from 1791 to 1901 were gentry or members of the clergy, as were virtually all

the sub lessees.³⁷ Such families tended to intermarry keeping the land within a restricted group. For example, Catherine Maria, one of the sisters of Lynch Sydney Cotton, a major Dean and Chapter lessee, was married to Philip Humberston Esq. Humberston, another member of the local gentry who leased several fields from Lynch Sydney Cotton in 1819³⁸ and 1825.³⁹

However, Chester Corporation, a minority landowner until the late 18th century, began to acquire extra land in the township. Two Acts of 1788 & 1807 that authorised rebuilding of the castle said any land in the liberties bought by the rebuilding commissioners should become part of the County Chester also claimed the land between the old bed of the Dee and Sealand Road.⁴⁰ However, when the County Council and Blacon cum Crabwall civil parish assessed the disputed area north of Bache Brook for rates in 1897, it was agreed to transfer it formally to Blacon which was done in 1898.⁴¹

For most of this period landowners tended to lease out their land in the township rather than selling it, although piecemeal enclosure still continued. At the start of this period the Dean & Chapter continued to lease out the whole Bailiwick or the tithes from it to individuals who leased out parcels of land in their turn. So, for example, in 1797 the Bailiwick lands were rented to Thomas Taylor and Edward Mainwaring while in 1799 Earl Kilmorey rented the right to the tithes from

the same lands. In 1814 Earl Grosvenor rented the tithes of all the lands within the city limits.⁴² A little land was still let on farm let giving the lessees almost freehold rights. In 1804 the Dean & Chapter let St Thomas Chapel and land to Thomas Taylor and Edward Mainwaring on farm let.⁴³

The majority of leases both provided by the Dean and Chapter and major lessees like Lynch Sydney Cotton were what Chalkin calls 'short' 21 year leases.⁴⁴ However, leases of various lengths were provided and Cotton leased out one house for 10 years but the leasing period from the Dean and Chapter for Abbots Grange in Four Lanes End Field, with its attendant outbuildings and large grounds, was 40 years.⁴⁵

This length of lease contrasts with the Corporation's standard leasing structure of 99 years determinable on three lives. Examples include leases in 1822 to Benjamin Brassey of new houses in George Street⁴⁶ and to George Bland of land in George Street.⁴⁷ However, other length leases were issued such as a lease for 21 years to John Wigginer for land near the canal.⁴⁸

From about the mid 19th century a major change in land ownership took place. Landowners began to sell rather than lease their property, often with the safeguards of restrictive covenants.

The Cathedrals Act of 1840 gave the Ecclesiastical Commissioners the power to authorise the sale of

endowments of ecclesiastical corporations. Encouraged by this the Commissioners began selling building plots in Chester after 1845 with covenants designed to control the value and nature of development.⁴⁹ Other landowners large and small followed the Dean and Chapter's example and started to sell their lands. The compulsory purchase of land for the railways contributed to this. By 1847 the canal and railway companies between them owned just over a fifth of the total township area.⁵⁰ (Of the total acreage shown on the 1847 tithe map, 338.81 acres, they owned 73.04 acres or 21.56%.) More than half of this was owned by the River Dee Company for the canal (12.52% or 42.43 acres) much of which was reclaimed marshland.⁵¹ The impact of this sizeable ownership was that over a fifth of the land in the township was unavailable for housing. This, coupled with the need to drain the low lying areas to the west meant that housing really only developed rapidly during the later half of the 19th century.

Deposited plans for the railways show that much of the land in the east of the township was still owned by major landowners such as the Dean and Chapter and Earl Kilmorey but that smaller landowners such as the local gentry, e.g. Harry Bretton Esq., Henry Potts Esq., John Lloyd Salisbury Esquire, and minor landowners such as Joseph Crawford, Joseph Hay, William Edwards, Edward

Owens and others, were also selling their lands.⁵²

(Appendix Iix-xi)

Comparatively speaking the Corporation owned little of the land in the township along the railway routes. Most of it was either public highways or land south of the canal basin.

IV Ownership and development

The substantial leases provided by the Corporation, Dean and Chapter, and others meant that the occupiers had the incentive to build or make improvements. Most of the leases were 'maintain and repair' although from the early 19th century some leases began to contain covenants restricting building. For example, when Charles Dundas Esq. leased a house, Chymistry works, yard, outworks and garden in part of Canal Field to John Jones in 1822 he included a restrictive covenant. It forbade Jones to erect a 'steam engine, lime kiln, furnace or smelting house, chandlers shop, workhouse or any other buildings which shall be a nuisance.'⁵³ Cotton demanded similar restrictions in 1825 in the lease of a warehouse near the canal carried similar restrictions to Dundas' with additional warning not to erect buildings 'which may be deemed a nuisance or become noisome or offensive to the inhabitants of any Houses or Buildings'. It forbade noisy businesses and demanded 'maintain and repair' of connecting roads.⁵⁴ Cotton

therefore seems to have passed onto his lessees restrictions he himself had signed to.

Towards the end of the 18th the Dean and Chapter century began to introduce an important variation on standard leases that related the value and use of property to the length of the lease, rent payable and covenants to be enforced. An important documentary source for this is a collection of draft leasing regulations spelling out the Dean and Chapter conditions. There were seven classes of lease for different types of property with varying lengths of rental and conditions of covenant.⁵⁵ (Appendix IIx)

These papers are drafts and undated, but in context in the collection would appear to date from between 1795 and 1813. However, as the lengths of the leases discussed seem to tally with the type of property leased and rents allocated it would seem that these drafts were transformed into actual conditions. Abbots Grange for example was leased by the Dean and Chapter to Elizabeth Molineux, widow of the Rev. William Molineux, in 1825 for 40 years.⁵⁶

These 'short' leases had some advantages to owners because they were often used for building large houses with a high reversionary value.⁵⁷ Together with building covenants they encouraged a higher quality of building and a degree of control over development.

Therefore as far as the Bailiwick lands were concerned the Dean & Chapter were able to keep control over building and repairs. Leased property had to have money spent on it and, in the case of new building, the plans had to be approved. At the other end of the scale grassland was rented out on very short leases with no formal restrictions. Major lessees such as Cotton had therefore to pass on to their lessees the Dean & Chapter covenants.

V Conclusion

The transformation of St Oswald's township from a productive farming area to one of housing for consumers seems to have been instigated by the rapid development of transport systems from the mid 19th century. The roads and canal were joined by railways to create an area ideal for commuters. The railways encouraged the growth of artisan housing but at the same time might have made it less attractive to the gentry.

A major change in the early 19th century was the move from leasing to sale of land. Those lands still leased, particularly those owned by the Dean and Chapter, were subject to restrictive covenants designed to ensure that the value of land and property was maintained.

From the mid 19th century the remaining large tracts of land in single owner's hands were gradually

sold off. This was partly the result of the pressure of compulsory land purchase by the railways. Sales were made palatable by the use of restrictive covenants giving control over land sold. The Ecclesiastical Commissioners sold the Dean and Chapter lands and Earl Kilmorey sold his township lands and house. Other smaller landowners did the same. So major landowners gradually lost their control over development in the area. Land was bought by builders and developers who built streets or blocks of houses suitable for artisans and middle class commuters.

The area had changed in Dyos's terms from being an area of production to one of consumption. The productive farming land was now being developed. By the First World War the township was therefore one of housing and transport designed to cater for local and commuting workers.

Chapter four. St Oswald's 1919-1998

I Introduction

Important changes took place in St Oswald's during the 20th century. Industries disappeared, railways closed and house building accelerated after two World Wars.

There was also a steady population increase.

Extrapolation from the 1910 Domesday gives a figure of about 13,000¹ and from the latest electoral register approximately 14,500.² This shows a significant and steady increase in population during the past 100 years requiring adequate housing.

In 1919 there were still large villas and gardens along Liverpool Road, and undeveloped areas in Bouverie and Walpole Streets. The low lying land to the west of the canal was still only gradually being developed. (Appendix Ixv). Now (1998) most of the area is developed. The St Oswald's Way bypass cuts across the southern end of the area and the Northgate Station and its lines have gone. Even the Bache Pool is being developed as a large supermarket and garage. The gardens of many of the large villas have been developed as housing estates. (Appendix Ixvi)

This chapter will show that this change to an almost completely residential area came about through a combination of land released for building and the building efforts after the two World Wars.

II Physical development

The first major impact on the township's physical development during this period was immediately after the First World War with the need to house returning soldiers and their families. This post war housing development was significant because it started a trend towards new building which continued after the Second World War.

In 1918, in response to government directives, the Corporation met to agree acceleration of the house building process.³ New housing was allocated according to a strict schedule of needs and depending on whether the head of the family (assumed to be male) was a citizen of Chester and whether he had served in the forces.⁴ Meanwhile other building work continued. For example, the Stanley Arms in Brook Street was rebuilt in 1920.⁵ and the George and Dragon pub at the end of Upper Northgate Street was rebuilt by Birkenhead Brewery in 1926.⁶ A lot of building took place from the 1920s to 1940s, some in the form of new estates such as Abbots Grange estate built in 1929⁷ Other houses were single new houses, semis or bungalows. Liverpool Road and Parkgate Road were among streets benefiting from new buildings.⁸ From the 1930s existing houses were also altered to flats, for which the large houses in Liverpool Road and Parkgate Road were ideal.⁹ Expansion of the Training

College led to an extension in 1930¹⁰ and a new hostel in nearby Parkgate Road in 1938¹¹.

After the First World War industry was still being started in the area. In 1925 a new factory for Reliance Works was built in Liverpool Road¹² on the former 'Abbotsfield' site. Those works themselves have now gone and have been replaced by a 1998 housing estate 'Duke's Manor'. (Plate IIIxiii)

There were also major building projects in the township after the Second World War with slum clearance and redevelopment and the encouragement of private building such as two detached bungalows in Brook Lane.¹³ New Council tower blocks, St Anne's, St Oswald's and St George's (Plate IIIxib), were built in the 1950s in response to slum clearance schemes.¹⁴ New uses for existing buildings were also encouraged. From the 1930s many houses were altered to flats and the Queen's school proposal to use the large villa at 57 Liverpool Road as a school for its 8-11 year old female pupils was readily accepted.¹⁵ Schools were still being built during this period and Bowling Green bank Nursery opened to pupils in 1941 but closed in 1973. Victoria Infants School opened in 1973 and still operates today.¹⁶

After the First World War Chester began to take town planning seriously and this affected St Oswald's. A 'City of Chester Town Planning Scheme' was presented to the Improvement Committee in 1919.¹⁷ It outlined

Chester's importance as a major non-industrial centre as well as a residential centre for both 'workingmen' and people living in large houses and Chester's position as a central railway centre and a 'roadside' town through which much traffic passed.¹⁸

The incorporated Plan also included the area outside the town walls. It partially excluded land owned by the railways, canals, or council unless disposed of or there was a change of use.¹⁹ The Scheme was wide-ranging and included innovatory planning suggestions for creating self-sufficient local centres²⁰. It also suggested augmenting allotments, by then at maximum use because of food shortages, by ensuring that each new house be built with a small garden²¹. The Plan also introduced urban and suburban By-Laws to Chester for the first time which were adopted for residential and industrial areas.²²

In 1970 a new Chester plan 'Action for Conservation:Chester'²³ included the area immediately north of the walls, although not as far as St Oswald's northern boundary. It involved surveying buildings and deciding which features were worth preserving. It advised 'positive planning' to suggest a new method of conservation and guide Chester's future development²⁴. A review study in 1976 recorded buildings with defects and others suitable for Listing.²⁵ So number 3 Canal Street (St John's Cottages) caused problems because of its

timber content²⁶ but was Listed because it was a 'simple brick 18th century house with Venetian windows'²⁷ The Bull and Stirrup in Upper Northgate Street, on the other hand, 'four story brick, with moulded brick and terracotta panels, oriole windows' was 'A good corner building'.²⁸

Following government approval of Cheshire County Council's Structure Plan in 1977, the City Council, as the Local Planning Authority, produced its Local Plan, the 'Greater Chester District Plan' in accordance with the Town and Country Planning Act 1968. This included the whole township. The Plan aimed to produce more up-to-date relevant planning guidance.²⁹

A draft revised written statement of 1988 shows the type of development that took place. Sites with planning permission for five or more houses included Black Diamond Street (95 houses by a private developer), Gorse Stacks (40 houses by a housing association) and 90 Cambrian View (11 private houses).³⁰ The Angel Hotel site in Brook Street, approximately 0.2 acres, was to be developed as private offices and a Canal Street site (0.7 acres) as private offices and light industry³¹. As the report states the main store built at a point outside the city was the B&Q store at the Northgate roundabout.³² The Plan, although officially adopted in the late 1980s, is now part of the new local Plan for Chester covering the whole Chester district. It aims to provide

integrated guidance for development in the area. A Deposit Draft Plan was adopted in 1997 and is due to be discussed at a Public Enquiry in September 1999. Formal adoption of the Plan is expected to take place in 2001 and will then officially guide Chester's planning policy for the next 15 years.³³ However, in spite of the planning, some ideas that will affect the township still await completion. For example, the proposed concert hall on Gorse Stacks has still not been built but enthusiasts are fighting to raise money for it.

Also, while housing has been repaired, rebuilt and created anew other fine buildings have been demolished in the name of progress. Egerton House in Upper Northgate Street, a fine example of Wren influenced architecture and the residence of John Egerton in 1722, has now gone.³⁴ (Plate IIIxv)

i Transport

The canal ceased to operate as a commercial trade route soon after the first World War. However, it survived by encouraging leisure and tourism activities such as canalside walks and narrow boat trips.

The railways that had taken up much of the land and made Chester one of the largest provincial centres³⁵ operated in the area well into the 1950s and 60s. But 1950s British Rail closures led to Liverpool Road Station closing to passengers in 1951. The lines to the

west of Northgate Station were closed in 1968 and the station itself closed in 1969. The station was later demolished and the land to the north of it, previously used as railway sites and sidings was developed.³⁶ This area is now a modern swimming pool and sports centre, the Northgate Arena.

Motor transport gave Chester prominence as the road centre of eight converging A-roads³⁷ causing the traffic problems which still plague Chester today. A plan to ease traffic congestion in Chester was suggested as long ago as 1919 in the 'City of Chester Town Planning Scheme' mentioned previously.³⁸

The Plan also stated that one of Chester's most urgent needs was a Ring-Road or series of By-passes, both external and internal³⁹. However, it was not until the 1960s that the Ring Road was completed⁴⁰

New roads have made the township area much noisier while easing congestion. In 1964 the residents of Abbots Park complained about the noise from traffic and were promised a relief road.⁴¹ This is now in place in the shape of Countess Way which runs just north of the line of the Bache Brook which still runs its course.

The 1970 plan introduced the idea of an Inner Ring Road (St Oswald's Way). Inshall regarded the new Inner Ring Road as an 'engineering achievement'⁴² The Chester Plan's Inner Ring Road was finally completed and St Oswald's Way cuts across Upper Northgate Street and two

roundabouts, Fountains and Hoole, with their attendant subways are now part of the township's landscape.

Therefore, although this period saw the loss of railway lines and stations it has an increasing importance as an area of road routes to and from the city as well as through traffic.

III Land ownership

Changes in land ownership patterns since the First World War mean that there is no one major landowner in St Oswald's. The Ecclesiastical Commissioners' strategy of selling off Dean and Chapter land from the mid 19th century was successfully completed during the 20th century. However, as late as 1920 the Commissioners were redeeming tithes on pieces of land for money.⁴³ The Cathedral now (1998) owns no land outside the City Walls⁴⁴

From 1918 to the present day Chester City council has taken a multifaceted approach to land ownership. Where necessary it has bought land e.g. from Birkenhead Brewery in 1926 to widen Upper Northgate Street and Liverpool Road;⁴⁵ from private individuals in 1955-6 in Gloucester Street, Talbot Street, Walter Street, Cornwall Street, Black Diamond Street and Church Street⁴⁶; for the Inner Ring road in 1965⁴⁷. It seems likely that some of the purchases were of property no longer suitable for human habitation. Other purchases

were probably made to clear the way for slum clearance and the building of the new flats.

Elsewhere in the area it has leased land, generally for use as allotments, from private owners such as Miss Crewe for a field in Sealand Road, Great Central Railway Company for fields between Parkgate Road and Liverpool Road, an adjacent field belonging to Mr Latham⁴⁸ or Miss Wilkinson⁴⁹. On the other hand the Council owned land such as the field of roughly four acres in Whipcord Lane which it designated for allotments in 1926.⁵⁰ Although the City Council now owns very little land in the township area it probably owned more than it did in the 17th century when most of the area was privately owned. Some of its property appears to have been transferred to the County during the 1974 local government reorganisation.⁵¹ One of the major pieces of land still owned by the city is the allotments west of the canal in what was formerly Stone Bridge (Appendix Ixvi) This is one of the areas in the township that has remained largely unchanged since the mid C17.

The City also owns the Northgate Arena and the blocks of tall council flats next to it. The area between Oulton Place, St Anne Street, Lyon Street, Back Brook Street and George Street was earmarked for slum clearance starting in 1955 and expected to last about five years. The first year was to be devoted to slum clearance that had been proposed in 1939 but had not

been carried out because of the Second World War.⁵² This is the area that is now the City Council flats, St Anne's, St Oswald's and St George's buildings. This is the main area for Council accommodation in the township along with individual houses in nearby streets.

The Council therefore, although controlling the type and amount of property built in the township through approval or otherwise of building applications, does not own most of the land on which building takes place.

Cheshire County Council also own land and property in the township under the auspices of Highways, Social Services, Fire and Education. But, except in the case of Highways which can determine the nature of some roads, their influence is largely over existing buildings such as schools.⁵³ (Appendix Ixvi)

There has been an obvious change in the nature of ownership in the township area since the 17th century. Houses, other than council flats and other property, are owned or leased by individuals or organisations from developers, private landlords or housing associations. Large companies or organisations own such things as garages, superstores, College property, but not houses.

Gentry families such as Lord Kilmorey, and other well-to-do villa owners, have disappeared from the area. The large Victorian villas have been put to other uses

such as schools or Council services or been subdivided to make flats for sale, lease or rent.⁵⁴

There is a wide range of housing quality and type within the area, and apart from city or County property, most of it is either owner-occupied or owned by a landlord either as an individual or as an organisation (such as Rowland's Lodge old people's home in Liverpool Road).

The area is therefore one of mixed development controlled partially by town planning regulations and partly by the financial resources of developers. The previously mentioned current local plan aims to reconcile the needs of residents and developers.

IV The impact of land ownership on development

During the 20th century a new relationship evolved between land ownership and development. Instead of building controlled by covenants or leased as farm-fee with virtually freehold status, development became controlled by planning regulations. The Corporation, while losing immediate control through purchase or lease use planning regulations and By-Laws to control the nature and extent of development. Although some areas, such as allotments, remained undeveloped, most were built upon throughout the modern period.

Building plans had to be submitted to the Corporation Improvement Committee. Building by private

developers was encouraged, particularly after World War Two, and the Corporation maintained control of development by rejecting plans they considered inappropriate. Their powers to do this were bolstered by legislation such as the Local Authority Planning Act 1929 and the Town and Country Planning Act 1932.⁵⁵ However, this control has been tempered by the need for public consultation and representation and modern Local Plans take many years to reach final government approval as the present ongoing Local Plan demonstrates.

In the early 1920s the Corporation made an effort to free up its land, presumably to further post war housing developments. For example, land used for allotments was freed from Corporation ownership in Sealand Road and Brook Lane.⁵⁶

Most land freed for housing was built on by local developers such as Kennerley, Hughes and Vernon.⁵⁷ From the 1920s to the 1940s they built estates such as Abbots Grange and Abbots Court and single houses and semis.⁵⁸ Abbots Grange illustrates Chalkin's point that land was often freed for housing by demolishing old houses with large gardens⁵⁹. In this case the Abbots Grange building remained and the new estate was built on its lands. The shape of the grounds can still be seen in the layout of the streets and buildings. (Figures 13,14)

The Council instigated the Chester Town Planning Scheme in 1919 for undeveloped areas both inside and

Abbots Grange estate Figure 14
built within the boundaries
of Abbot Grange's land. 1929

—Plan of—
Abbot's Grange
BUILDING ESTATE

—Chester—

Shewing Proposed New Streets.

Dincewan Training College

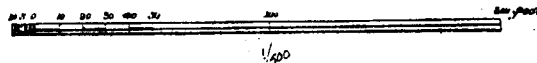
Note Plans will be submitted for
any Change of Type of House
other Than Those Indicated on
The Plan.

Proposed Lay Out Shewn in
Red Colour

Abbot's Grange

LIVERPOOL ROAD

—Scale—



outside the city.⁶⁰ This long running plan was modified and explained in 1945 in Greenwood's report.⁶¹ The conclusion of The Report of the Joint Committee of Local Authorities accepted by the Council in 1923 was that Chester was unsuitable for major commercial, industrial or docking development but could easily expand as a natural centre for existing strengths of shopping, socialising, sport, arts, business and general civilisation.⁶² This gave scope for expansion from the centre out and thus areas such as the township could benefit. Part of the plan covered the area south of Brook Lane,⁶³ the area of narrow streets and small terraced housing close to the general Station.

The Chester Town Planning Scheme noted that pre-Second World War private builders had complained about the near impossibility of buying land in Chester to build houses. They had therefore built mostly in neighbouring authorities. The only part of Chester where building plots had been made available by the Corporation was in Curzon Park Estate to the west of the city.⁶⁴ The plan aimed to remedy this by demolishing houses and redeveloping on new sites. This desire to improve housing stock both in number and quality was the result of a waiting list of 1,500 families for Corporation property and the expected demand by returning servicemen.⁶⁵

Typical houses were expected to be three- bedroom properties of about 900-950 'superficial feet area'. Flats were considered but rejected because of the lack of demand, unsuitability for children, and their perceived antisocial and restrictive aspects⁶⁶. However, as can be seen, by the 1950s the increased need for council housing and current fashion in building resulted in the Corporation planning for flats south of St Anne's Street.

The Plan was far reaching and optimistic in the spirit of the times which hoped for a better post-war world. However, not all parts of the scheme came to fruition and some only did so decades after the Plan was produced.

The Council received regular circulars from the Ministry of Health urging consideration of post second World War housing needs and offering various types of temporary accommodation to local authorities⁶⁷. At the same time the Government made the compulsory purchase of land easier⁶⁸. The Corporation took its own steps to encourage building in the post war era by issuing licences to the end of 1945 to allow private individuals to undertake building work on houses costing £10-£100. This could be building, rebuilding, or completion of a house; repairing war-damaged housing; or completing statutory repairs. Local authorities such as Chester

were also allowed to requisition property during the same period⁶⁹

V Conclusion

The Council found itself in the position of needing land for post-wars development not only for returning servicemen and their families but for the growing population of the township itself and the city. But as it did not have enough freehold possessions it used new powers of compulsory purchase and licenses to encourage private building and repairs to attempt to replace and renew housing stock. Its major contribution to Corporation housing was the flats that replaced the slum clearance south of St Anne Street. However, its main control over building in the area has been through the use of town planning regulations which echo the restrictive leases of the 19th century.

The Dean and Chapter finally lost any influence over development in the township because they eventually completed the sale of all their land and buildings outside of the city walls.

Cheshire Council has certain rights over land for roads, social services, fire station and schools - in other words land and property that serve the County not just the City.

The result of this regeneration and increase in housing stock and the creation of major roads within and

just outside the township area is an area of housing and transport. Most industry has disappeared and been replaced by housing or services such as shops and garages. The relative freedom of private individuals to propose housing development has resulted in a mixture of styles and ages of building. What was once an agricultural area is now a residential suburb of consumers.

Chapter five. The modern landscape - field walking in St Oswald's

I Introduction

Field walking the area uncovers not only the changes that have taken place but also the parts of St Oswald's that have remained virtually untouched since the 17th century. Although there have been extensive changes in the area the bones of the 17th century township can still be seen. (Plates IIIxvi-xviii)

II The modern structure

Aspects of the 17th century landscape can still be seen in the physical layout of St Oswald's today. The main 17th century streets leading north from the city, Upper Northgate Street, Liverpool Road and Parkgate Road, are still major traffic routes in spite of alterations, and in the case of Upper Northgate Street, partial destruction. But modern streets outnumber them. The boundaries to the north, south and west of city walls, Bache Brook (Plate IIIxix) and Finchetts Gutter are still visible either physically or in the layout of housing. To the east Flookersbrook has been destroyed by the railways but its line can still be seen in road and housing construction.

Other transport structures are still in evidence. The canal, no longer a working waterway, has been

reconstituted as a leisure industry. Narrow boats are hired for pleasure trips and the dry dock area close to Cambrian View has been landscaped to provide a pleasant recreational area. However, the lock, lock cottages and associated warehouse buildings, some dilapidated, still remain. Part has been rehabilitated into the Warehouse pub/cafe. The dry dock is still in working order. In 1998 the canal's recreational importance is recognised and towpaths close to Chester are being repaired and enhanced.

The now disused railway routes are still in place and one route is to be used for transport again. The line crossing Northgate Street is to be converted to part of a national cycle route possibly with a bus lane alongside.¹ This will create a safe travel route for local residents.

It is surprising that parts of the area remain virtually untouched since the 17th century, or even earlier. Fields in the north east of the area between Parkgate Road and the Bache Brook are still fields today although the farm on the land, Stone Bridge farm, dates from the early 20th century.² The allotments to the west of the area were originally fields.³ They continue a tradition of agricultural cultivation that provides a welcome open space in an otherwise built up area. (Plate IIIxx)

There is a definite division between the east and west halves of the area. In part this is due to the considerable change in the level of ground becomes apparent to the west of Parkgate Road and adjoining streets dip sharply giving fine views of the Welsh hills. (Figure 12) The streets below St Oswald's Way are generally more substantial terraces than the area near the station. They tend to have one, two or even three storey bays where near the station they are often flat fronted basic working people's terraces. (Plates IIIiii,iv) This tendency towards flat fronted terraces is also found in the streets close to the western bank of canal. However the same area also contains large houses which is not the case near the station. The western area is predominately residential with the occasional small workshop or large service supplier such as a garage.

The eastern half, particularly near the station boasts much more in the way of small shops. In the Black Diamond, St Anne Street area you can find the occasional corner shop or mid terrace shop in the midst of a row of terraces. These tend to be specialist shops such as craft or antique shops rather than the traditional general grocers but they at least keep the area open.

i Industry and services

Among obvious changes is the almost complete loss of industry from the area. There are small workshops and businesses, mainly in the area close to the station. Black Diamond Street still maintains its Victorian air of industry and working class housing. (Plate IIIiv) The Post Office has its depot in former railway yards backing onto the street, but apart from that industry is almost non-existent.

On the other hand there has been an increase in service industry and a decline in shops in the township area. Brook Street, for example, a thriving commercial street near the general station, which in the 1910 Domesday had 51 shops, 3 pubs and 2 cocoa houses and one house as well as eight miscellaneous small workshops/offices, (Appendix IIviii) has now moved towards the service/ restaurant sector (Appendix IIix). Many of its businesses take up one or more of the original terraced premises. There are now four pubs, one coffee house and nine restaurants or take-away food places. Hairdressers, a typical service industry, occupy four properties and many of the shops are used for supplying services such as mini cabs, or printing. It is a sign of the times that five of the shops belong to charity or second hand dealers and nine properties are unused and/or boarded up. It is still not a residential

street, however, with only two properties being used solely as houses.

Although Brook Street has retained its commercial aspect, even if the nature of the businesses has changed, other streets have changed little or only in subtle ways. Liverpool Road for example, with its big villas, three of which in 1910 still had stables,⁴ has maintained its residential aspect. It is now residential along its entire length and stable yards and large gardens have been turned into residential estates.

The importance of commerce over industry is demonstrated in that even in the comparatively restricted area of St Oswald's there are two major stores, one part of the modern Ring Road area, the other on the edge of St Oswald's. The B&Q store is opposite the Northgate Arena. The Safeway supermarket on the old Bache Pool site in the north east of the township is now being expanded to a 'superstore' with the addition of a large garage. (Figures 4a&b) The Shell garage at the southern end of Liverpool Road has been refurbished.

Upper Northgate Street, which had always contained shops and trade as a continuation of Northgate Street within the walls, has now been partially annihilated by the Inner Ring road and the Fountains Roundabout. However, some shops do remain perched oddly on corners such as Majestic Wine, Sharps Bedrooms and several small specialist shops in George Street opposite the Bus

Depot. Between these are housed more professional service industries such as solicitors and doctors and educationally the Blue Coat School. There are also more recreational service industries, such as pubs.

Looking at the area we can see signs of trades and industry now no longer active. An antiques shop is now housed in the Northgate Bakery, a Victorian building still bears its name in the brickwork above the shop. A works depot in Liverpool Road still stands empty although the aluminium works opposite is now a new housing estate, Dukes Manor.

Council services figure in the area both as the council housing in the form of the flats near the arena and other properties and in the shape of support services such as the old peoples home and blind school in Liverpool Road, both of which are house in imposing Victorian villas. The Queen's lower school makes use of three imposing villas in Liverpool Road. Set back from the road and in large grounds one can glimpse the magnificence of middle class suburban luxury. (Figure 15)

Public houses account for many of the service buildings the area and range from the vast George and Dragon to smaller pubs in terraces such as the Talbot Arms.

Figure 15 – Queen’s Lower School, Needham House, Liverpool Road

III Nature of St Oswald's buildings

i Local brick

Chester is a city of red brick buildings and St Oswald's is no exception. A popular brick used in the area was Ruabon, that is made by Edwards of Ruabon in Wales.⁵ Ruabon not only provided plain red bricks but also terracotta and moulded bricks which can be seen on many houses in the area.⁶ (Plate IIIxiia) Glazed red bricks used on facades were also popular and many houses in the area have a smooth glazed brick frontage. Use of glazed bricks for exterior work was apparently in the hope that the house would self-clean when it rained.⁷

ii Public buildings

The public buildings in the area are mostly Victorian or early modern in age such as the churches and schools. Northgate Church, for example, of gloomy brick construction, sits uneasily close to the fountains Roundabout. (Plate IIIxxiv) The most modern example of a purpose built public building the area is Northgate Arena which houses not only a swimming pools and sports facilities but provides a public hall for concerts and other large events. Behind the arena is the fire station. But there is no library actually in the area although there are several close to its borders.

iii Hotels and boarding houses

The area contains many bed and breakfast establishments and one large hotel, the Abbey Court Hotel in Liverpool Road, a large modern building. Chester's importance as a tourist city means that there is a thriving business in providing accommodation. Chester's northern suburb with its good road links, closeness to its main station, closeness to the city walls and largely residential aspect makes it an ideal area for tourist accommodation. Large Victorian semis or terraces such as those in Victoria Road make ideal bed short term accommodation as well as bring income into the area.

iv Dated buildings

In the area there are a number of buildings that display a date, largely the 19th century. Although dates on buildings should be used with caution generally they do seem to tally with the age of the buildings, usually terraces. (Appendix Ixvii). It cannot be claimed that every dated building in the area has been found, and this would be an interesting minor study in itself, but enough have been found to show a broad distribution.

v Landscape by the famous

Although at first sight now walking around the area St Oswald's seems an architecturally uninspiring suburb it does contain work by several well known architects,

builders and engineers. These buildings are in many ways a continuation of their work in Chester itself.

John Douglas had a profound impact on architecture throughout Chester city. However, Douglas did produce some work without the walls and St Oswald's includes examples of his red brick buildings. The Old Vicarage and Parish Room to the Church of St Thomas, (Plate IIIxiv) now the English Department of University College Chester, was designed by Douglas in 1880.⁸

Thomas Telford's contribution to St Oswald's was naturally in areas where his engineering expertise could flourish either directly or in related buildings. The Northgate Lock Keepers cottage in Canal Street (Plate IIIxxv) with its hipped grey slate roof and brown brick was probably designed by Telford about 1790.⁹ as was the Shropshire Union Canal roving bridge built about 1800.¹⁰ He also designed the Northgate Locks for the Chester Canal Company about 1790.¹¹ The chambers were cut from solid stone in a deep gully below the city walls. No tunnel was needed because preliminary work discovered that the proposed section was a Roman defensive ditch filled with rubbish. (Plate IIIxxvii) He possibly supervised the building of Northgate Bridge. Telford's canal warehouse was built about 1790.¹² It is still in use but is now a restaurant and bar. It overlooks the now landscaped dry dock area of the canal, popular area for recreational use. (Plate IIIxxvi)

St Thomas of Canterbury Church in Parkgate Road was designed by Sir George Gilbert Scott in 1869-72.¹³ It is, according to Pevsener, 'Rather mechanical'¹⁴ and possibly loses something by the lack of the intended south east tower. However it is an imposing if straightforward structure. (Plate xxii)

IV Building survivals

i 18th century

Although most buildings in the area are predominately Victorian and later there are some earlier survivals. The Bluecoat School is probably the best known. (Plate IIIvi) The Toll Cottage house and workshop on the site of the old city gaol were probably built about 1800 and the lower walling may be earlier. The Northgate Locks previously mentioned are also among the earliest buildings.

ii Early 19th century

Early 19th century buildings are more prevalent in the area. Of particular importance and interest is Abbot's Grange in Liverpool Road (Plates IIIxxi,xxii) which appears to have been built in the 1820s,¹⁵ although a writer in the Cheshire Observer puts it as early as the late 18th century.¹⁶ The plan of 1851¹⁷ clearly shows its use as a single building school. This large house is now untidily divided into three separate dwellings but the

five windows, albeit with some alterations, show that the building was originally one whole. Most of the outbuildings and land has gone and been replaced by houses or garages. (Figures 16,17,18)

Brook Street contains a number of small town houses as well as cottages all built in the 1830s.¹⁸ Typically they are Flemish bond (that is headers and stretchers alternating in the rows) red or brown brick with slate roofs.¹⁹ Most of the roofing in the area is slate apart from modern housing with red tiled roofs and flats with flat roofs.

Numbers one and two Canal Court date from the early 19th century²⁰ and Chester College Old Building dates from 1841-2.²¹ Upper Northgate Street also has towns houses dating from about 1800.²²

iii Mid to late 19th century

Most of the older building in the area is mid to late 19th century with typical buildings being terraces of single storey bays or flat fronted artisans' houses discussed in section II. Most of these streets have few or no shops, offices or workplaces and are surprisingly quiet although close to the bustle of the roads and Chester city.

In Parkgate Road stand the buildings of University College Chester. Its original buildings are substantial Victorian constructions built in 1841-2 with a chapel

the Twenty sixth day of February 1851
Chas. off.

- REFERENCE
- N^o 1 Kitchen

2 Scullery

2a. Pantry

3 Pantry

9 Laundry

5 Washhouse

6 Reception Room

7 Dining Room

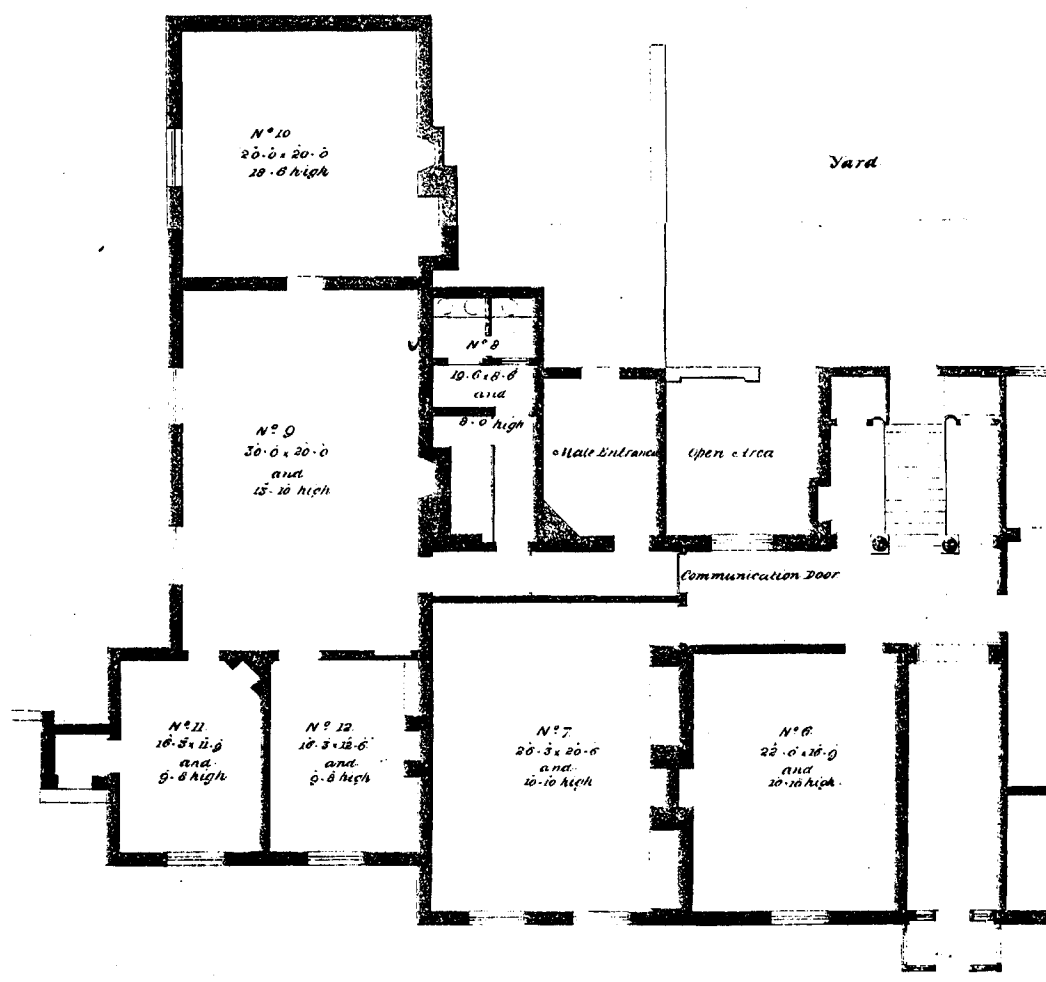
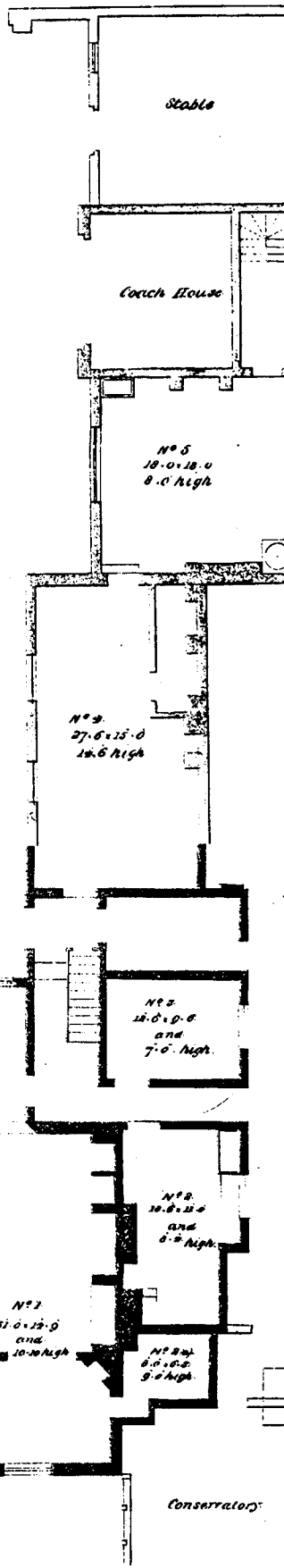
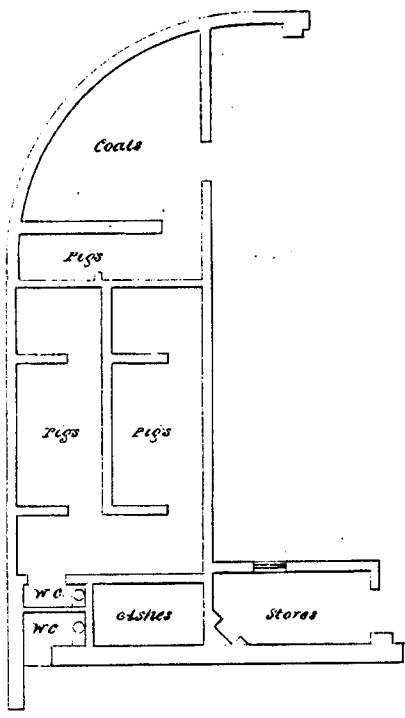
8 Closets and Water Closets

9 Male Day Room

10 Chapel

11 Male Dining Room

12 Male Dining Room



First floor. Abbots Grange 1851 Figure 17

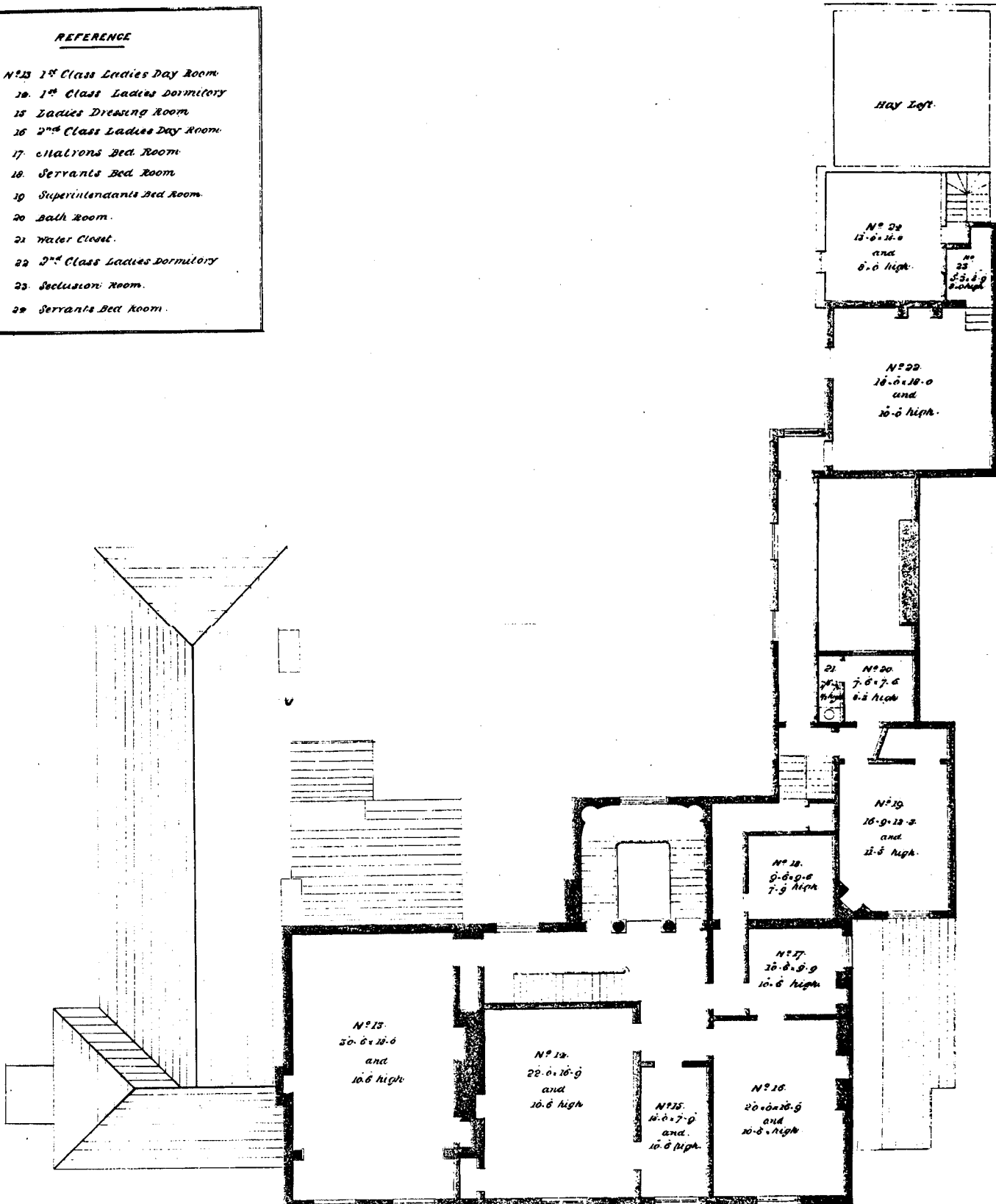
PLAN of the first floor of

Abbots Grange

situate in Upper Northgate Street
in the Borough
of
Chester.

REFERENCE

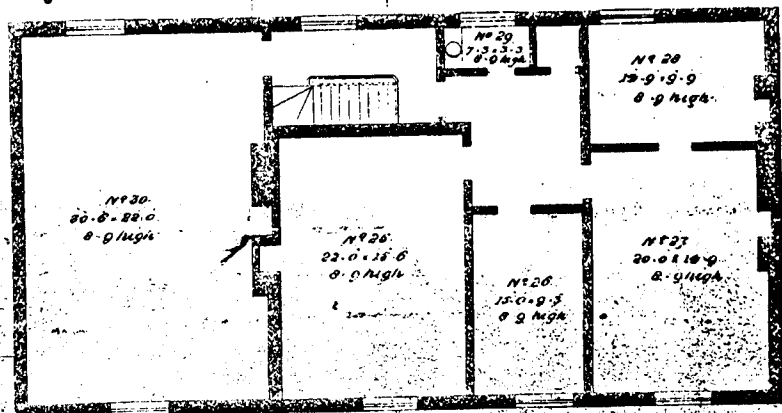
- N^o 13 1st Class Ladies Day Room.
- 14 1st Class Ladies Dormitory
- 15 Ladies Dressing Room
- 16 2nd Class Ladies Day Room.
- 17 Matrons Bed Room.
- 18 Servants Bed Room.
- 19 Superintendants Bed Room.
- 20 Bath Room.
- 21 Water Closet.
- 22 2nd Class Ladies Dormitory
- 23 Seclusion Room.
- 24 Servants Bed Room.



CITY OF OAKES
C.P.P.S.
RECORDS

REFERENCE

- Nº 25. Male Dormitory.
- 26 Private Bed Room.
- 27 Physicians Bedroom.
- 28 Physicians Sitting Room.
- 29 Water Closet.
- 30 Male Dormitory.



built in 1844-7.²³ Nearby George Scott's church of St Thomas of Canterbury²⁴ and John Douglas' Old Vicarage.²⁵ Opposite is Rocky Way supposedly the City's most northern defensive ditch during the Civil War.²⁶ Certainly the bases of the walls are sandstone cut through to form the passageway.

iv Early modern

Many buildings in the west of the area close to the main roads were developed in the 1930s and 40s. These vary from Abbots Park's two-storey bayed functional semis to detached or semi-detached redbrick houses with elaborate moulded brick detail.

The George and Dragon public house is as Bott says 'an excellent example' of 1920s and 30s 'Roadhouse' style designed in the manner of an Elizabethan manor house.²⁷ This style complemented the mock Elizabethan buildings within the city. Its position was and still is pivotal to the area standing as it does at the junction of two major roads leading out of the city. The pub's wooden pole sign stands on a traffic island to the south of the pub in approximately the same position where the city may pole would have stood three centuries ago. The George and Dragon can still be seen when looking north up Upper Northgate Street from the Northgate demonstrating that the street still follows the same

route from the city in spite of its destruction midway by the Fountains Roundabout. (Plate IIIxvi)

V Vernacular Revival

From about 1870 there was an architectural trend towards vernacular revival, that is the recreation of traditional rural domestic housing styles.²⁸ Architects turned away from Classical styles and attempted to imitate the traditional building styles of the area they were working in. These styles, created by architects who were often associated with the Arts and Crafts movement, were known as 'Old English', 'Queen Anne' or vernacular styles.²⁹

St Oswald's includes examples of the Vernacular Revival style, and two deserve special mention. The first, a fine example of a middle class Vernacular Revival house, is 'Downswood' in Downswood Drive, off Abbots Park, now Merton House prep school. This is a two-story, four bay detached house built in 1887-9. On its lower storey is stone inscribed 'Fine que cui vide: in Domine confido: 1887:1888'. Bott describes it as 'a good example of opulent late 19th century suburban house'.³⁰ A recent visit (19 Oct 1998) showed that the interior with its oak panelling and staircases and stained glass windows is largely intact. (Plate IIIxxviii)

Another example is by John Davies & Sons who built a number of Vernacular Revival pubs in Chester during the early part of the 20th century is Ye Olde Bowling Green Hotel, which was built by the firm in 1913-14 for Greenall.³¹ It stands on the corner of Brook Street and now faces the traffic of Hoole Roundabout. (Plate IIIix) According to Oliver Bott the frontages are in Vernacular Revival style and the domestic rear in Queen Anne style. Queen Anne Style typically includes red brick walls contrasting with other parts of the facade, wooden window frames and a white-painted wooden cornice.³² Bott describes it as a 'most substantial and well-composed example of John Davies Vernacular Revival public houses in Chester.'³³

VI Modern buildings

The major modern buildings in the area vary in their aesthetic appeal. The Northgate Arena itself is a reasonably thought out structure while the three 1950s tower blocks beyond it convey the worst of modern development. The imposition of a tower block in the grounds of University College Chester is in sad contrast to the more sensitively designed new library building in the same complex. There are examples of unimaginative modern building throughout the area but there are that today Council planners are now striving to approve more acceptable developments. The new Dukes Manor estate,

while not to everyone's taste, at least uses brick and keeps within the scale of surrounding buildings. (Plate IIIxiii)

Many modern houses and estates have been built in gaps, on old larger gardens of large villas which still stand such as those at the southern end of Liverpool Road, and on land previously used for depots or works. Modern builders have an amazing ability to fit large numbers of houses into a small space. The sacrifice is often in smaller rooms, lower ceilings and tinier gardens than earlier generations would have. The size of gardens might no have surprised artisans used to a Victorian back yard but would have astonished middle class suburbanites of earlier years for whom a garden and possibly a stable were necessities until as late as the First World War.³⁴

VII Conclusion

Walking through the township today the visitor is struck by the quiet suburban atmospheres and the leafiness of the area. Whether the housing is modern, Victorian or older, it is generally in good repair and occupied.

The oldest buildings are, as one would expect, close to the Northgate where the original development of the suburb took place. The most modern buildings are the new estate of Duke's Manor in Liverpool Road and the soon to be completed Safeway Superstore at the Bache.

Victorian buildings predominate, both working people's terraces and middle class villas. The former often owner-occupied but the latter more often subdivided or used for purposes other than housing.

The roads that formed the grid of 17th century St Oswald's are still major routeways to and from Chester. The disused Northgate railway route is a reminder of the energy of an earlier age. The canal has long since ceased to be other than a pleasant tourist attraction and its locks and dry dock , although still working serve this purpose.

St Oswald's is not an exciting suburb but it is a microcosm of the changes that took place in the national stage at large as transport improved communications and housing spread to house a population both more mobile and more eager to be settled somewhere pleasant.

Conclusion

I Introduction

As proposed at the beginning of this dissertation, we can now see the relationship between the pattern of ownership and development in St Oswald's and the growth of the area in physical terms.

II Pattern of ownership and development

This dissertation has attempted to show that the pattern of ownership influenced the placing and nature of development in St Oswald's. As has been shown, until the mid 19th century approximately two thirds of the area was still owned by the Dean and Chapter of the cathedral with the rest of the land being owned by local gentry and only a comparatively small portion by the Corporation.

The development of the area therefore was in the hands of comparatively few people. With ample space for housing within the City walls and a non-industrial base there was little incentive to encourage large scale development in the area. During the latter half of the 17th century the area was still agricultural and what development there was took place close to the city walls. This was partly a reaction to the destruction of the area during the Civil War when rebuilding took place along the original lines of suburban development, and

partly because much of what the Corporation did own was close to the City.

The construction of the canal during the late 18th century, although ultimately unsuccessful in itself, started the trend towards increased industrial development and stimulated suburban growth. Although at first the canal had little effect on development, coupled with improvements to roads, it was the start of a trend towards improved transport systems that encouraged more people to live outside Chester City and therefore stimulated the growth of the suburb.

Land ownership during the 17th to 19th centuries was gradually changed as enclosure was carried out piecemeal, usually on land under Corporation jurisdiction, and it was the Corporation who encouraged building by granting permission to build with permission to enclose. This gradually increased the number of small landowners or lessees with permission to build.

From the mid nineteenth century when the Dean and Chapter started to dispose of its land holdings and property and gentry such as Lord Kilmorey's family finally sold the land they held in the area, ownership became concentrated in the hands of property developers and the middle classes. The advent of major improvements in the transport system such as the arrival of the railways encouraged the building of working class terraces, middle class terraces and villas and the

public buildings to go with them such as churches. The railways encouraged the growth of artisan housing but at the same time might have made it less attractive to the gentry.

Shortly after the canal had been built the Dean and Chapter drew up restrictive covenants to reduce the nuisance factor of any development on their land. The resulting leases were designed to control both the nature and quality of new and existing buildings and also regulate agricultural holdings in the area. Other major land holders and fee farmers began to impose similar restrictions. The arrival of the railways and the impact on development outside their control such as those close to the new general station and close to the city walls meant that their influence was gradually eroded. By the mid 19th century they began to sell off all their land and buildings outside of the city walls, a process finally completed in the late 20th century. Other major landowners did the same, as did smaller landowners. Land was bought by builders and developers who built streets or blocks of houses suitable for artisans and middle class commuters.

After both the First and Second World Wars there was an increasing need for land for post-wars development not only for returning servicemen and their families but also for the growing population of the township itself and the city. But the Council was still

a minority land and property owner in the area and had to use new powers of compulsory purchase and licenses to encourage private building and repairs to attempt to replace and renew housing stock. The regulation of development through town planning and by-laws has been one of the most powerful influences over development in the area. Within the limitations of government rulings, the Council can and does through these regulations decide when development can take place and the nature of that development.

III Restrictive covenants

In the introduction it was asked whether restrictive covenants were an effective restraint on the nature and extent of development in the area.

In the first place the covenants were restricted to land and property owned by the Dean and Chapter and some major lease holders of a similar view such as Lynch Sydney Cotton. This accounts therefore for not much more than two thirds of the area. Other landowners including the Corporation were not so particular and probably welcomed the income and housing for workers that the new transports systems encouraged. The covenants therefore had a limited use within the cathedral's jurisdiction.

The nature of the covenants themselves show that the emphasis was on 'repair and maintain' for less valuable property and 'improve and spend' on larger or

more valuable property with the length of leases reflecting the investment required, the latter occupying a much smaller proportion of the property. But by the time many of the leases of 21 and occasionally 40 years were coming to an end the Dean and Chapter were already starting to sell property off. The effect of covenants therefore seems to have been limited and short-lived.

IV Place and nature of physical development

Regeneration of the northern suburb took place very quickly after the Civil War and houses were built in Upper Northgate Street, the main road out of Chester to the north. But by the end of the 18th century, even after the arrival of the canal, the area was still mainly agricultural. What growth there was concentrated near Upper Northgate Street and, towards the end of the period, Parkgate Road and Liverpool Road.

This was typical of medieval suburban growth around a walled city but St Oswald's development was atypical in that it was taking place in the 17th century. The development of Chester's northern suburb could therefore be seen as a case of arrested development with a later 19th century later spurt of growth - the awkward adolescent suburb finally making the leap to maturity.

The fact that Chester is a non-industrial city and that building could for a long time continue to take place within the walls meant that there was no incentive

for fast growth. St Oswald's therefore developed much more slowly as a suburb than might otherwise have been the case.

A tradition of piecemeal enclosure and the rapid development of transport systems from the mid 19th century meant that development was patchy. Housing was built on the land of willing owners; later the need for housing close to the railway in particular encouraged the transformation of St Oswald's township from a productive farming area to one of residential housing. By the First World War the township was therefore one of housing and transport designed to cater for local and commuting workers.

Even after both the First and Second World Wars development was patchy. Housing for returning soldiers and their families encouraged the council to allow many property developers to build small groups of houses quickly on whatever land was available. Even today, with all the planning regulations in force, developers build in infill positions on recently freed land. The only sacrosanct land within the area is the allotments. These have always been part of agricultural land and were vital during the wars to supplement food supplies. This is partly due to their position on reclaimed low lying land which until the late 19th century has been unsuitable for housing. However, even today when modern engineering has enabled adequate drainage of the area

and housing is gradually built along the western edge of the canal, the allotments seem safe from development.

V Conclusion

St Oswald's today is an area of housing virtually devoid of industry. What non residential buildings there are, are virtually all firmly in the service or community enhancement sector. The loss of railways and the creation of St Oswald's Way has maintained the importance of the road system in the area but created a swathe of urban mediocrity in an area of largely Victorian gentility.

With the Council ownership now to a minimum and property holdings in the hands of individuals or organisations the only control that the council has over development is through planning regulations and by-laws. The effectiveness of these depends much on the will of the Council to tackle difficult issues and their limited freedom within central government rulings to take a stand on excess development proposals. Individual planning officers also vary in their response to breaches of their own regulations on planning.

Individual owners have a great deal of freedom to build what and where they like on their own property and it is therefore surprising that, apart from the area near the Northgate Arena most recent development has at

least paid lip service to fitting in with the surrounding buildings.

The productive elements in the township of agriculture, transport and small industrial works have been replaced by housing and service industries. The needs of a growing population means that housing takes precedence on available land. With no agriculture and no industry left the area has finally become the area of consumption that Dyos postulates rather the area of production it has been for most of the past 300 years.

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47. Chester City RO, CHD/7/46
48. Chester City RO, CHD/7/49
49. 'An Act to Carry into effect with certain
modifications, the Fourth Report of the
[Commissioners of Ecclesiastical Duties and
Revenues] [11th Aug 1840] (sic)', *Statutes Revised*
3rd. ed. 6&7 Will IV to 7&8 Vict. 1836-1844
(London, 1950) pp.466-7
50. Cheshire County RO, EDT 97/2 Calculations from tithe
apportionment
51. Ibid, EDT 97/1&2
52. Chester City RO, QRP/6/2
53. Cheshire County RO, DBC1621/4 (now in EDD), 6 May
1822

54. Ibid, 20 Jun 1825
55. Cheshire County RO, EDD10/7/32
56. Cheshire County RO, EEC/11885
57. Chalkin, *Provincial Towns*, p.[62?]

Chapter four St Oswald's 1919-1998

1. Chester County RO, 1910 'Domesday'. Approximate population figure calculated by assuming half the figure equals couples and adding on children in a multiple of 2.5
2. Chester City Library, *Electoral Roll 1998* and e-mail on 1 Sep 1998 from C Lawley of Chester City Council confirming a figure of 7% unregistered voters. This figure was taken into account during calculations. Calculation of an approximate population figure for St Oswald's assumes the total adults eligible to register therefore to be approximately 6424, couples to be half that (3212) and therefore children to be 2.5 times the latter figure (8030). Adding the total assumed adult and child figures therefore gives 14,454.
3. Chester City RO, *City of Chester Minutes 1917-18*. In 1917 the Council held a conference to discuss 'Housing of the Working Classes after the War'. In 1918 they responded to a Local Government Board Circular dated 14 Nov 1918 on the same subject.

4. Chester City RO, *City of Chester Minutes*, 1923-24,
p.653
5. Chester City RO, *City of Chester Minutes*, 1919-20,
p.44
6. Chester City RO, *City of Chester Minutes*, 1926-7,
p.151
7. Chester City RO, DS/3/5
8. Chester City RO, DS/3/61,68,254
9. Chester City RO, DS/3/597,777,855,888
10. Chester City RO, DS/3/269
11. Chester City RO,DS/3/779
12. Chester City RO,DS/3/68
13. Chester City RO, *City of Chester Minutes*, 1955-6,
p.612
14. Ibid, p.217-8
15. Chester City RO, *City of Chester Minutes*,
1946-7,p.150
16. VCH Chester, V, Schools
17. P. Abercombie & WM Jones, *City of Chester Town
Planning Scheme: Report to the Chairman and Members
of the Improvement Committee on Proposed Town
Planning Scheme* (Chester, 1919)
18. Ibid, pp.1-3
19. Ibid, p.4
20. Ibid, p.11
21. Ibid, p.14
22. Ibid, p.14

23. D Inshall, 'Action for conservation:Chester',
Journal 56 (1970) pp.289-297, p.289
24. Ibid, p.,289
25. CM Morris & DW Inshall, *Chester Conservation Review
Study 1976* (Chester, 1976)
26. Ibid, p.78
27. Ibid, p.78
28. Ibid, p.78
29. Council of the City of Chester, *Greater Chester
District Plan: Technical Report of Survey* (Chester,
1977)
30. Council of the City of Chester, *Greater Chester
District Plan: Draft revised written Statement*
(Chester, 1988)
31. Ibid, p.27
32. Ibid, p.34
33. Conversation with Paul Hartley of Planning and
Building Control, Chester City Council, 15 July
1998
34. C Greenwood, *A Plan for Redevelopment*, (Chester,
1945) p.85
35. Ibid, p.34
36. *VCH Chester, Railways*
37. Inshall 'Action for conservation', p.289
38. Abercrombie & Jones, *Town Planning Scheme*
39. Ibid, p.9

40. G Darley, 'Chester: ten years after', *The Architects' Journal*, 10 May 1978, p.897
41. Chester City RO, *City of Chester Minutes*, 1964-5, p.75
42. Inshall, 'Action for conservation', p.294
43. Chester City RO, *City of Chester Minutes* 1920-21, p.360
44. Conversation with Dean and Chapter Estate Manager, 3 March 1998
45. Chester City RO, *City of Chester Minutes*, 1926-7, p.151
46. Chester City RO, *City of Chester Minutes*, 1955-6, p.49
47. Chester City RO, *City of Chester Minutes*, 1965-6, pp.942-3
48. Chester City RO, *City of Chester Minutes*. p.237
49. Chester City RO, *City of Chester Minutes*, 1926-7, p.173
50. Ibid, p.253
51. Conversation with Cheshire County Property Department 10 July 1998
52. Chester City RO, *City of Chester Minutes*, 1955-6, pp.217-8
53. The combined terrier of City of Chester and County of Cheshire has been compiled from information provided by the Property Departments of both authorities.

54. Chester City RO, DS/3
55. Greenwood, *Plan*, p.24
56. Chester City RO, *City of Chester Minutes*, 1921-2,
p.236
57. Chester City RO, DS/3/215,254,931
58. Chester City RO, DS/3
59. Chalkin, *Provincial Towns*, p.[?]
60. Abercrombie & Jones, *Town Planning Scheme*, p.4
61. Greenwood, *Plan*
62. Ibid, p.24
63. Ibid, p.27
64. Ibid, p.58
65. Greenwood, *Plan*, p.56
66. Ibid, p.58
67. Chester City RO, *City of Chester Minutes*, 1944-5,
pp.25-9,p.376
68. Ibid, p.25
69. Ibid, p.376

**Chapter five The modern landscape - field walking in
St Oswald's**

1. Sustrans, Autumn 1998 Newsletter,
<http://www.sustrans.org.uk/nl/aut98.html#north>
2. Stone Bridge farm first appears on the map OS
XXXVIII revised 1908, additions 1933
3. Cheshire County RO, EDT 97/2

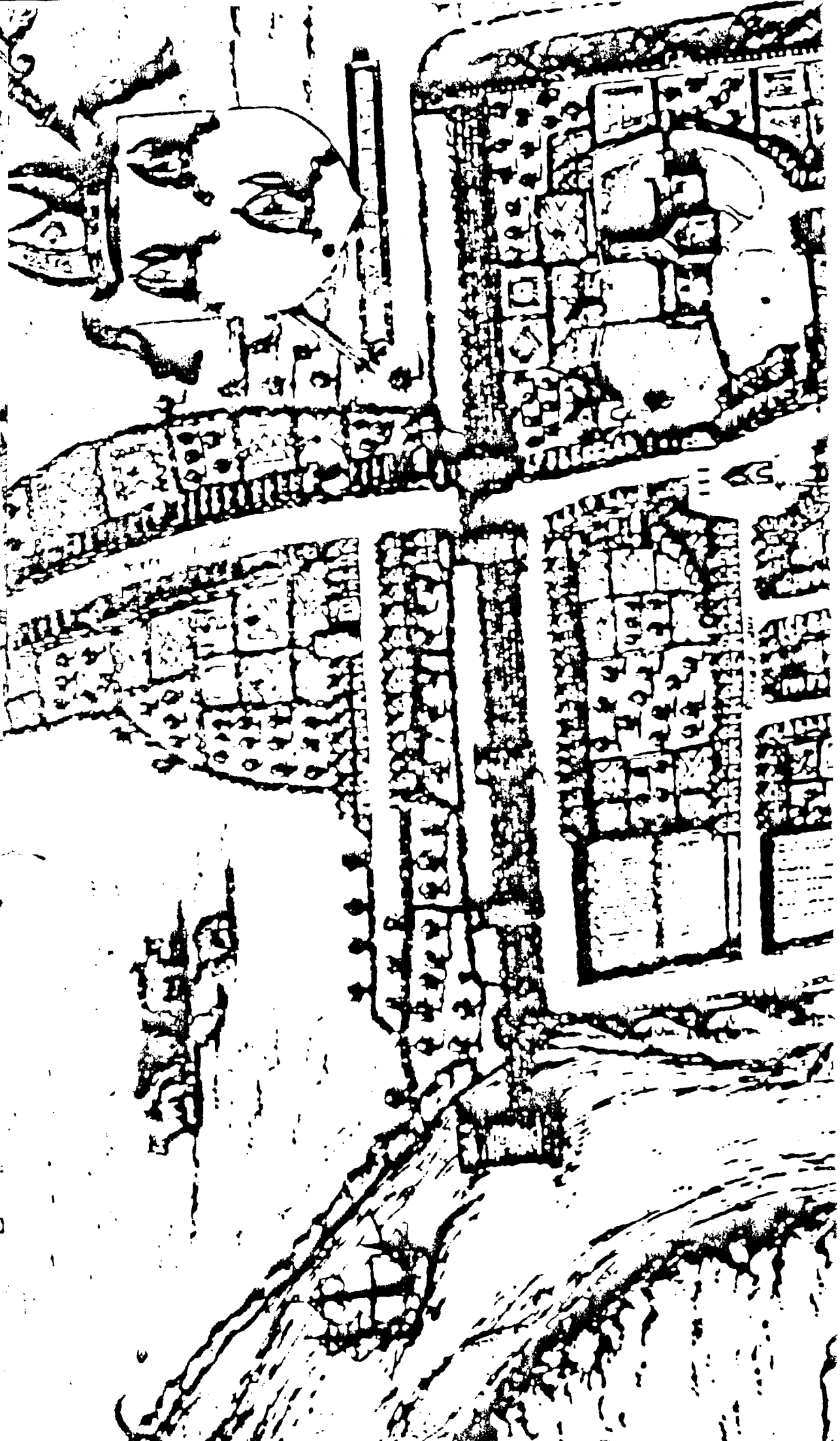
4. Cheshire County RO NVA 1/4/5748-7706, NVA
1/5/7707-7912
5. RW Brunskill, *Brick Building in England* (London,
1990) p.72
6. Ibid, p.72
7. Ibid, p.101
8. N. Pevsner & E Hubbard, *The Buildings of England;
Cheshire* (London, 1971) P.171
9. O Bott, *Buildings of special architectural and
historic interest in Chester* (revised list).
(unpublished list at Environmental Planning
Department, Chester, 1990-92) 1932-1/6/273 10/01/72
10. Ibid, 1932-1/5/262 10/01/72
11. Ibid, 1932-1/6/258 10/01/72
12. Ibid, 1932-1/6/273 10/01/72
13. Pevsner & Hubbard, *Cheshire*, p.171
14. Ibid, p.171
15. Cheshire County RO, EEC/11885
16. Cheshire County RO, Ibid & Chester City Library,
Cheshire Observer, 8 May 1968, p.8
17. Chester City RO, DS/3/5, QRP 85/1
18. O Bott, *Buildings of special interest* (revised
list). 1932-1/6/21
19. Brunskill, *Brick Building*, p.51
20. O Bott, *Buildings of special interest* (revised
list). OL 1932-1/6/21
21. Pevsner & Hubbard, *Cheshire*, p.171

22. O Bott, *Buildings of special interest* (revised list). 1932-1/6/272 10/01/72
23. Pevsner & Hubbard, *Cheshire*, p.171
24. Ibid, p.171
25. O Bott, *Buildings of special interest* (revised list), 1932 1/2/219 10/01/72
26. Morris, *Siege of Chester*, p.204
27. O Bott, *Buildings of special interest* (revised list). 1932-1/2/187 11/02/92
28. JS Curl, *Victorian Architecture* (London, 1990) p.24
29. Dixon & Muthesius, *Victorian Architecture*,
(London,1978) pp.23-6
30. O Bott, *Buildings of special interest* (revised list). 1932-1/2/74 14/10/91
31. Ibid, 1932-1/6/20
32. Dixon & Muthesius, *Victorian Architecture*, p.26
33. O Bott, *Buildings of special interest* (revised list). 1932-1/6/20
34. Cheshire County RO NVA 1/4/5748-7706, NVA
1/5/7707-7912

Braun's map of Chester 1580

Enlarged scale

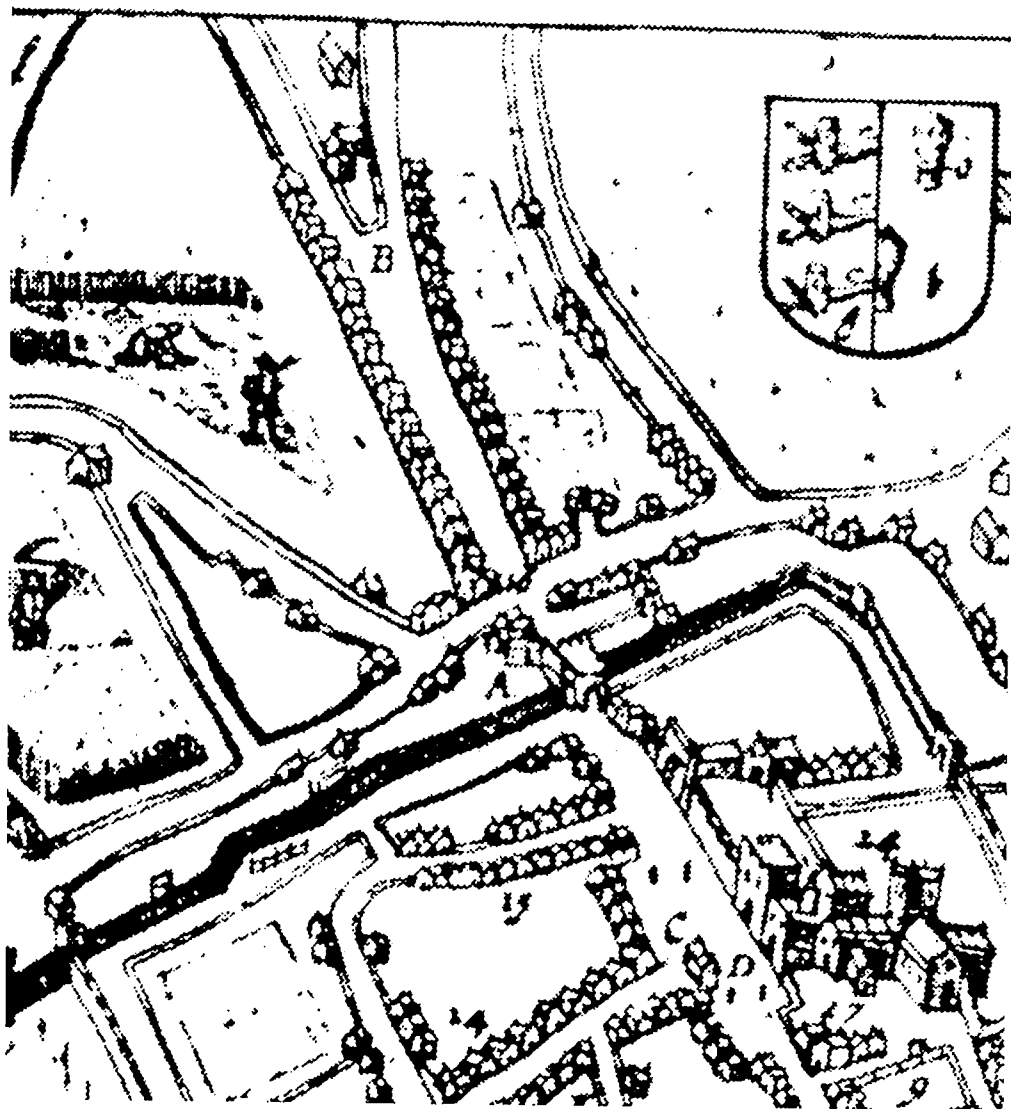
The map shows housing along both sides of Far (Upper) Northgate Street and Dee Lane (now Canal Street). The River Dee flows north west through what later became the low-lying land west of the canal. The water tower can be seen in the Dee at this point. A major towered building can be seen in Dee Lane. Note that the area immediately behind the houses is gardens and orchards but the rest of the land, and presumably the northern half of the township not shown on the map, is agricultural.



Speed's map of Chester 1610

Enlarged scale

Between Parkgate Road and Paradise Road there is a drawing of a man reaping corn, a clear indication that the land in most of the township area was still agricultural.



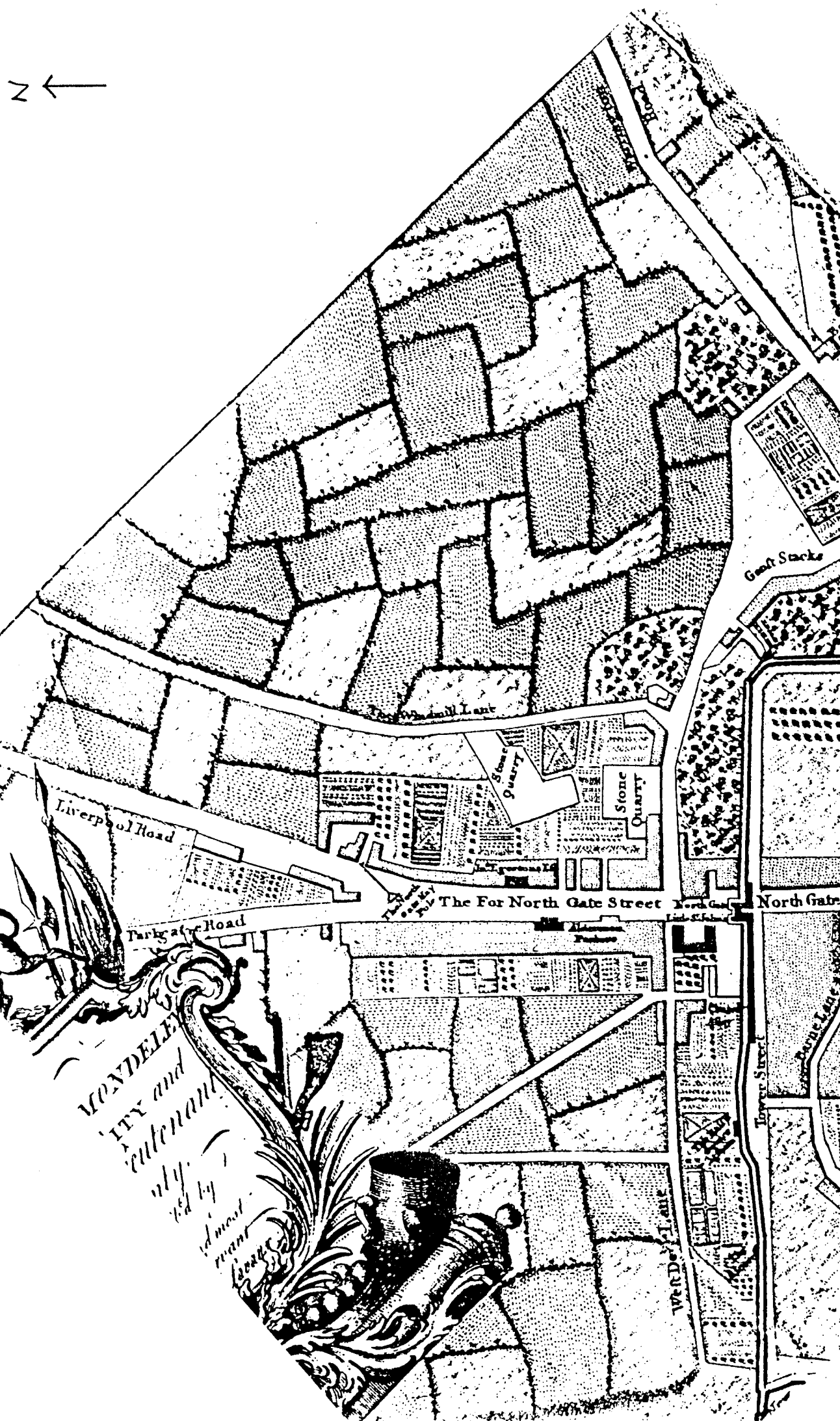
Lavaux's map of Chester 1745

Reduced scale

Although only showing the south area of the township it is evident that most of the area, including presumably the unseen northern section, is under fields. Some housing is starting to be built in the south of Liverpool Road and Parkgate road. Industry is in place in the shape of two stone quarries between Far Northgate and Windmill Lane. There are many orchards and gardens behind the houses in the same area and between the walls and West Dee Lane.

Note Little St John's Hospital close to the city walls and in Upper Northgate Street the houses of Alderman Parker on the west side and John Egerton Esquire on the east.

2 ←



Liverpool Road

Parkgate Road

The For North Gate Street

North Gate

Goat Stacks

Stone Quarry

Stone Quarry

Tower Street

Westgate Lane

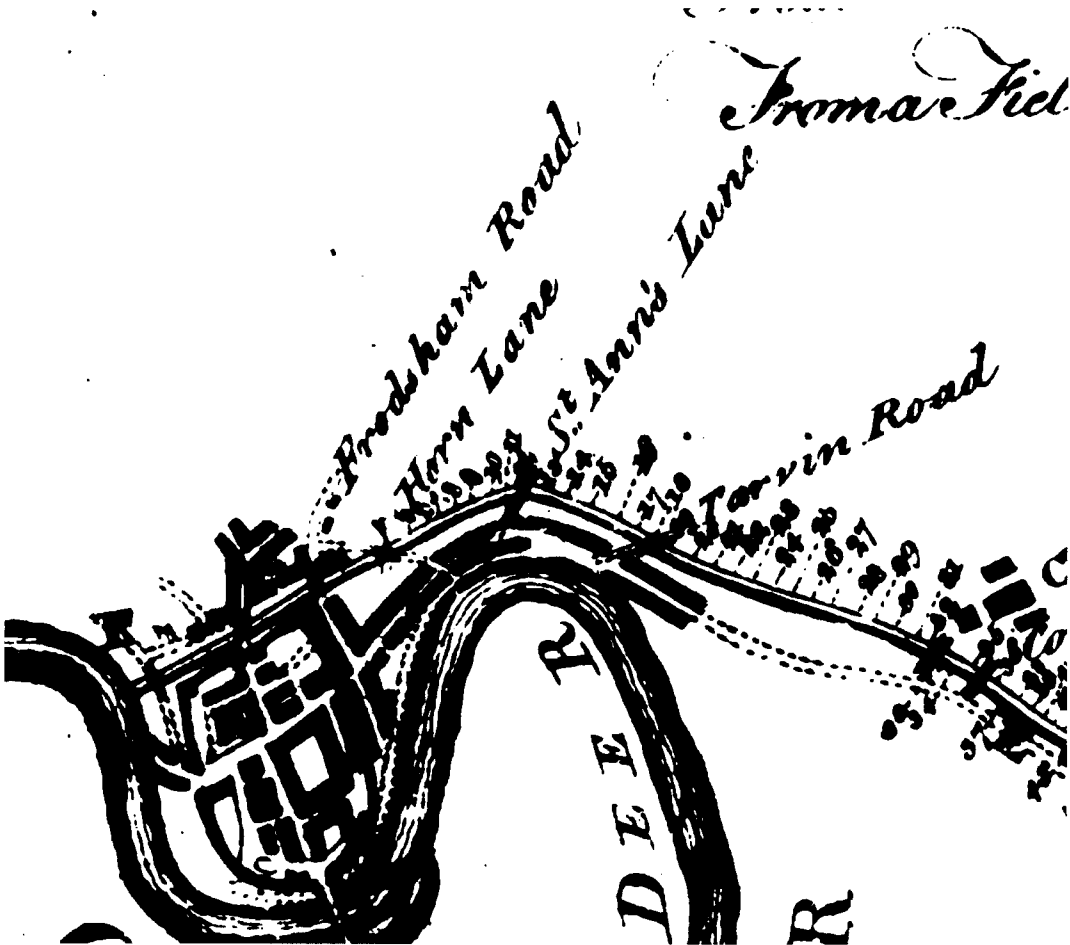
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Enlargement from A Plan of the Intended navigable Canal from the City of Chester to Middlewich.

Chester City RO QRP1/1-2

C1770

11
I iv



Owners of land next to canal Chains Links

1 River Dee Company	2.15
Land to the sands	0.75
River Dee Company	7.69
A lane	1.10
2 Corporation of Chester	29.54
3 Dean and Chapter land and Mr Edward Wrough's	7.7
4 John Seale	2.10
5 Mr Sellers	10.35
Home Lane	20.0
6 Thomas Patten Esq.	5.70
7 Mr Thomas Patton of Chester	3.25
8 Mrs Kingshull and John Page Esq.	2.30
9 Mr Hamilton	2.0
10 Colonel Beauclerk and Mr John Bramwell	2.65
11 William Johnson	4.20
St Anne's Lane	0.90
12 Colonel Beauclerk and School of Macclesfield in Boughton township	11.25
14 Rev. Mr Nelson	4.63
15 James Parry	2.90
16 Peter Morgan Esq.	9.54
17 Robert ffoulkes Esq.	17.6
18 John Cley Esq.	3.0
19 Robert ffoulkes Esq.	1.54
	<u>153.11</u>

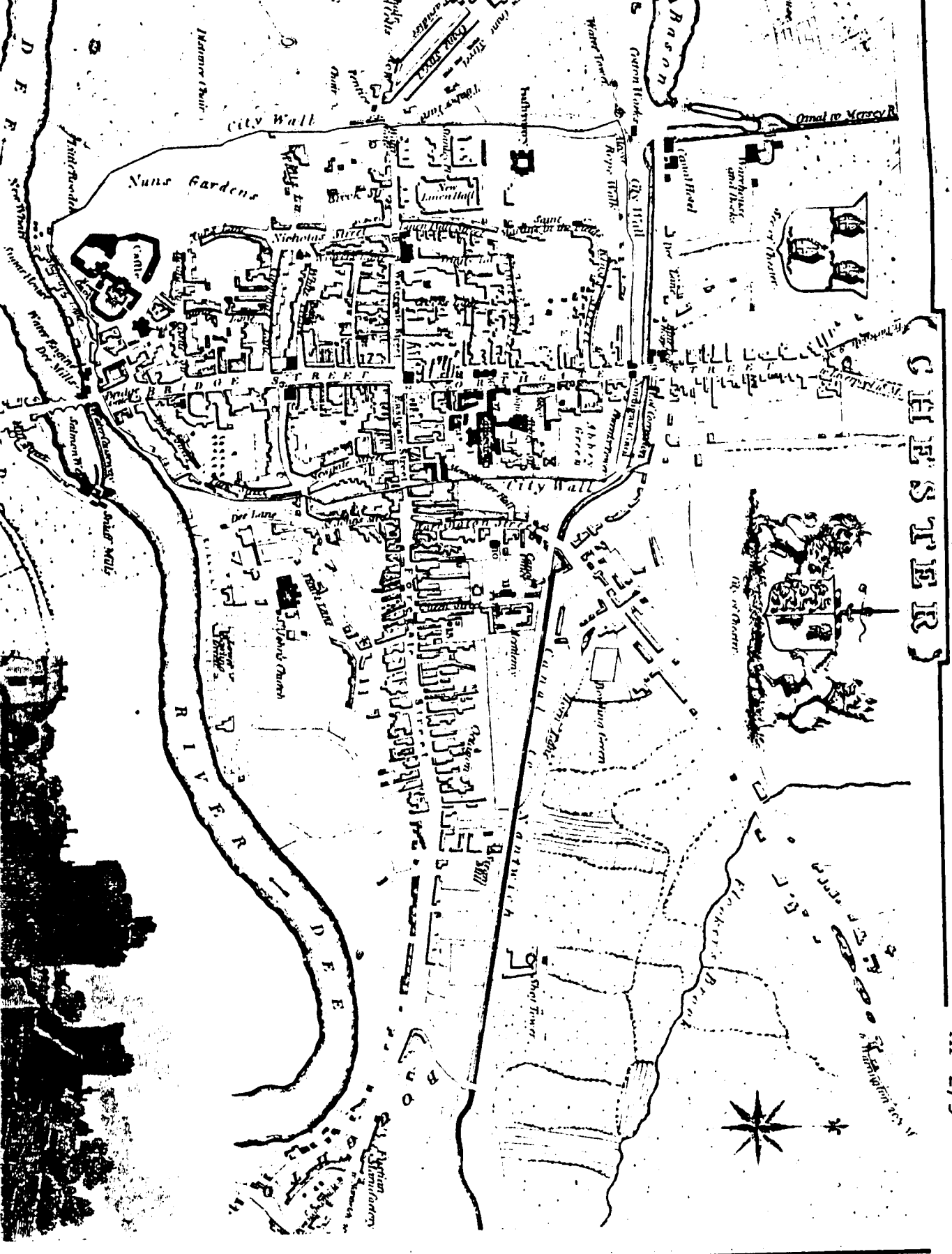
River Dee Company 7.7% Corporation 19% Dean and Chapter 4.6%

A plan of Chester 1796

Hunter

Development is still largely along far Northgate but there is now less along what is now Canal Street west of Far Northgate. There is more development to the east near Gorse Stacks.

Most of the area is still under fields.



COLE
MF 2/5

1805

Map showing Dean and Chapter lands drawn by James Hunter, Verger 1812

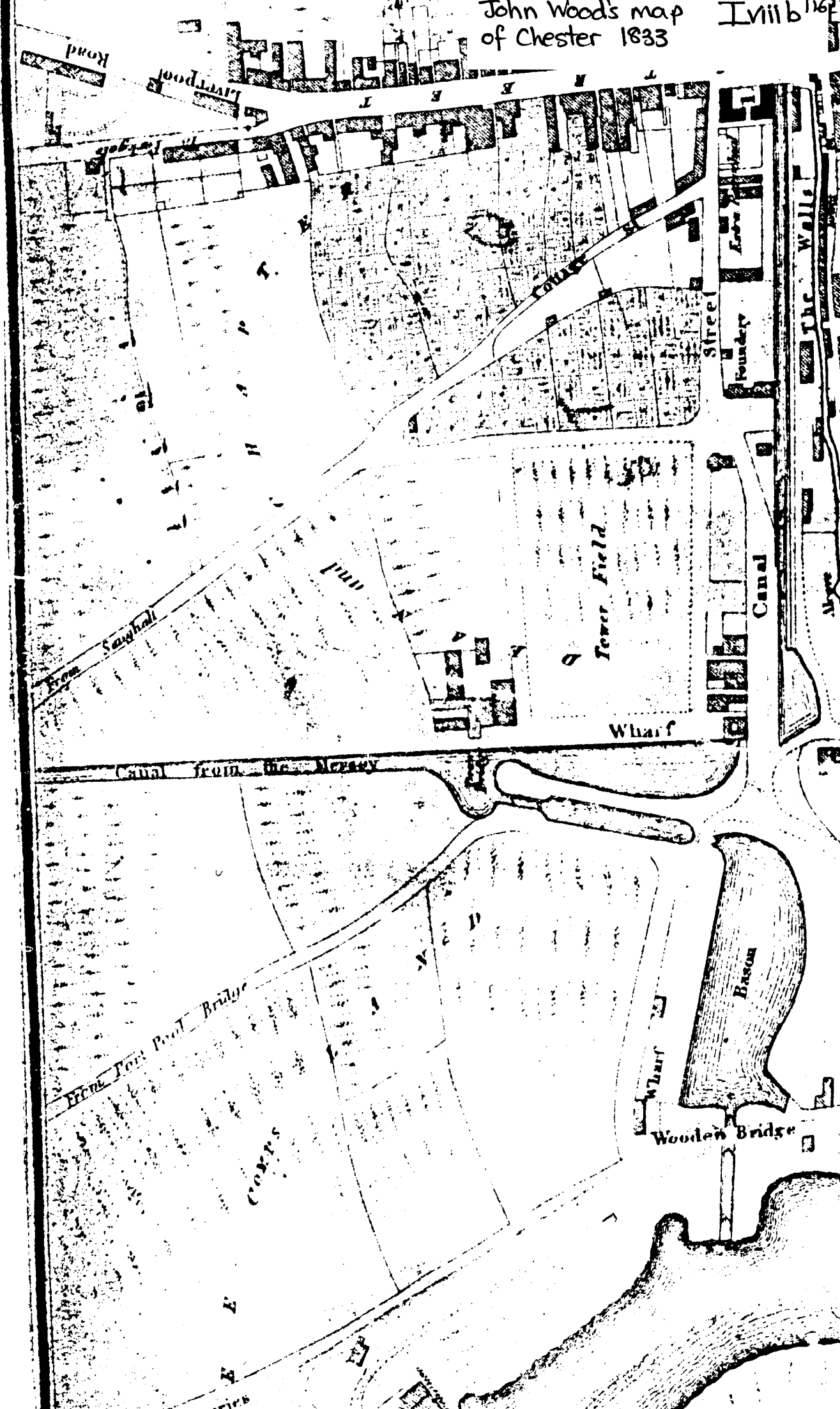
Tracing, reduced scale

Although drawn to show Dean and Chapter holdings the map clearly shows the extent of development and agricultural holdings in St Oswald's. Note what is presumably Abbot's Grange in Liverpool Road (next to field 40), the Chymistry Works in field 79, and the division of the south west area into smaller holdings and the start of building in that area.

Base-

Traced from map
showing Dean & Chapter
lands - Drawn by
James Hunter, Verger 1812





Deposited plan of Chester to Holyhead Railway 1843

Reduced scale

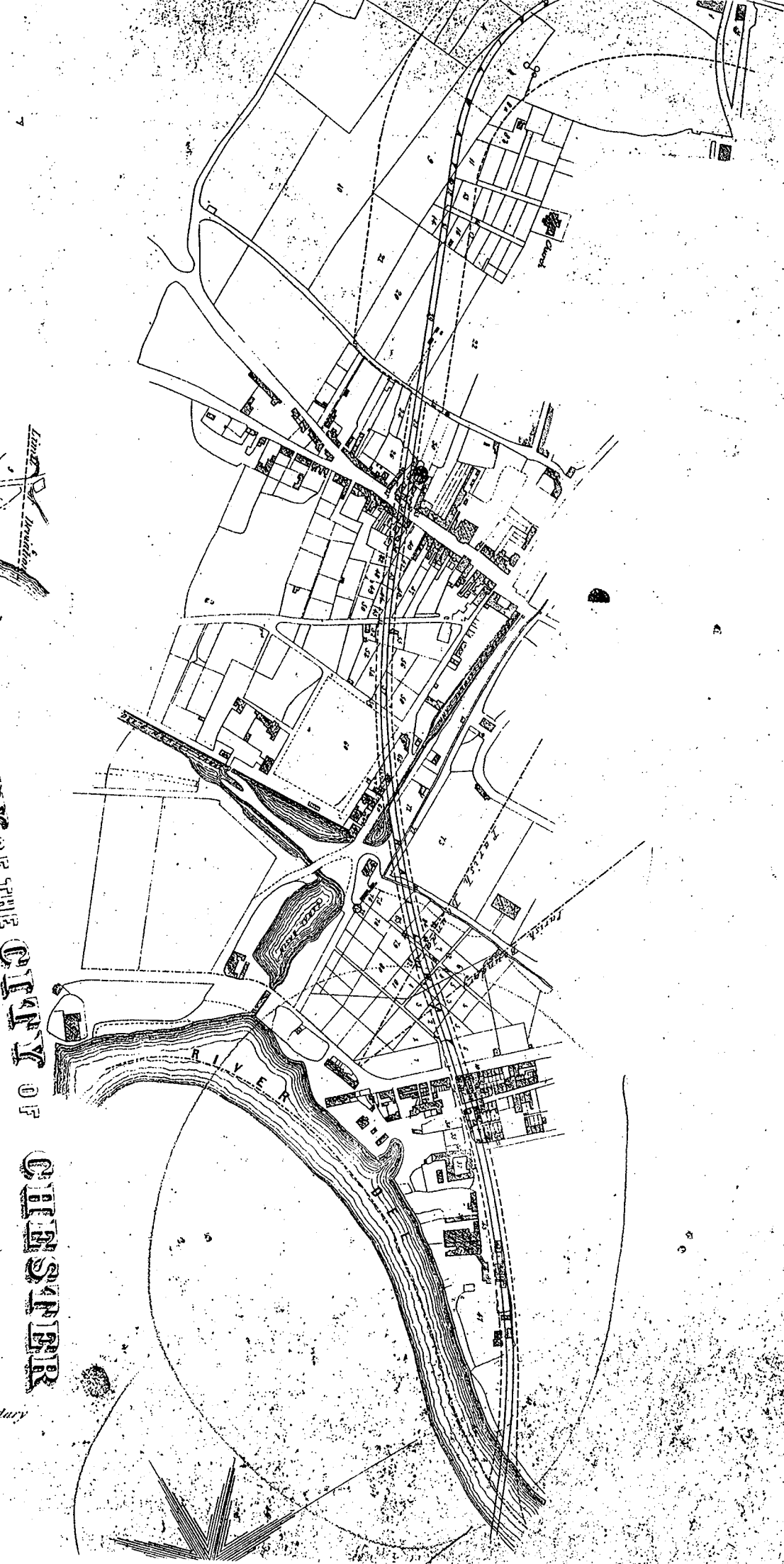
The plan should be read upside down to see St Oswald's to the north

Property	Owner	Lessee	Occupier
1 Railway Station	Chester & Birkenhead Railway	-	
2 Field	Chester & Birkenhead Railway	-	Geo. Bell
3 Field	Chas. Potts Esq.	-	John Jones
4 Field	Earl of Kilmorey	-	Danl. Edge
5 Field	John Lloyd Salisbury Esq.	-	Jos. Humphreys
6 Field	Earl of Kilmorey	-	Jos. Humphreys
7 Field	Earl of Kilmorey	-	Jos. Humphreys
8 Field	Chas. Potts Esq.	-	John Jones
9a Garden	Henry Potts Esq.	-	Edmund Tyrrell Zouch & John Rigby
9b Field	Chas. Potts Esq.	-	John Jones
10 Field	Earl of Kilmorey	-	John Smith
11 Garden	Henry Potts Esq.	-	Wm. Farrall
12 House and garden	Chas. Potts Esq.	-	Jos. Wang
13 Garden	Chas. Potts Esq.	-	Jos. Wang
14 Garden	Chas. Potts Esq.	-	Henry Baker
15 Garden	Chas. Potts Esq.	-	John Roger
16 Garden & greenhouse	Chas. Potts Esq.	-	Thos. Clarke
17 Garden	Chas. Potts Esq.	-	John Foules
18 Occupation Road	Chas. Potts Esq.	-	-
19 House, buildings & garden	Dean and Chapter	Eliza Hand	Chas. Dodd
20 Garden	Dean and Chapter	Eliza Hand	Chas. Dodd
21 Field	Dean and Chapter	Eliza Hand	Chas. Dodd
22 Garden	Dean and Chapter	Eliza Hand	Sam. Abraham
23 Public Highway	Surveyor of Highways	-	-
24 Garden	Dean and Chapter	Lynch Sydney Cotton Esq.	Edward Lowe
25 Stone Quarry	Dean and Chapter	Lynch Sydney Cotton Esq.	-
26 Garden	Dean and Chapter	Lynch Sydney Cotton Esq.	-
27 Fine dwelling house and garden	Dean and Chapter	Lynch Sydney Cotton Esq.	David Jones, Thos. Jones, James Martin, Robin Ashley, Mary Davies, Eliz. Williams, Wm Hughes, Wm Jones, 1 unoccupied.
28 Road to Stone Quarry	Dean and Chapter	Lynch Sydney Cotton Esq.	-
29 Garden	Dean and Chapter	Lynch Sydney Cotton Esq.	Ed. Pilsworth In hand
30 Stone Quarry	William Evans	-	-
31 3 houses, buildings & yard	Dean and Chapter	Lynch Sydney Cotton Esq.	Josh. Griffith, Ed. Pilsworth Wm. Evans, Adam Dwens, John Powell, Jas. Bancroft, Edward Guildford, 1 unoccupied. In hand
32 6 houses, buildings 7 yards	William Evans	-	-
33 House and garden	Edward Owens	-	-
34 Upper Northgate Street	Mayor and Citizens of Chester	-	-
35 7 houses, yards and gardens	Dean and Chapter	Lynch Sydney Cotton and Edward Sellers	Jos. Lamb, James Blake,

			John Charles, Evans, Wm. Almott, Richard Baker, Wm. Evans Wm. Evans
36 House, buildings & yards	Dean and Chapter	-	
37 3 houses, buildings & yards	Dean and Chapter	Lynch Sydney Cotton Esq.	Jo. Baker, Hugh Thomas, Richard Gough, Jo. Baker
38 Garden	Dean and Chapter	Lynch Sydney Cotton Esq.	John Baker
39 Occupation Roads	Dean and Chapter	Lynch Sydney Cotton Esq.	-
40 Garden	Dean and Chapter	Lynch Sydney Cotton Esq.	Wm. Evans
41 Garden	Dean and Chapter	Lynch Sydney Cotton Esq.	John Hope
42 Garden	Dean and Chapter	Lynch Sydney Cotton Esq.	Thos. Lowe
43 Garden	Dean and Chapter	Lynch Sydney Cotton Esq.	Wm. Hope
44 Garden	Dean and Chapter	Lynch Sydney Cotton Esq.	Ed. Bowden
45 Garden	Dean and Chapter	Lynch Sydney Cotton Esq.	Eliza. Cotton
46 Garden	Dean and Chapter	Lynch Sydney Cotton Esq.	Eliza Cotton
47 Garden	Dean and Chapter	Lynch Sydney Cotton Esq.	Anne Coleclough
48 Garden	Dean and Chapter	Lynch Sydney Cotton Esq.	Rich. Johnson
49 Summerhouse & garden	Dean and Chapter	Lynch Sydney Cotton Esq.	Thos. Wakefield
50 Summerhouse & garden	Dean and Chapter	Lynch Sydney Cotton Esq.	Jacob Lilly
51 Public highway	Surveyor	-	Podmore
52 House, building & yard	John Williams	-	John Dinwoode
53 Cottage & garden	Dean and Chapter	Lynch Sydney Cotton Esq.	
54 5 houses & gardens	-	-	Sam. Davies
55 Garden	Dean and Chapter	Lynch Sydney Cotton Esq.	Henry Baker
57 Garden & Summerhouse	Dean and Chapter	Lynch Sydney Cotton Esq.	John Parry
58 Cottage & garden	Dean and Chapter	Lynch Sydney Cotton Esq.	Ed. Tilson
59 Private Road	Dean and Chapter	Lynch Sydney Cotton Esq.	-
60 Wharf lands	Dean and Chapter	Lynch Sydney Cotton Esq.	The Ellesmere & Chester Canal Co
61 Private Road	The Ellesmere & Chester Canal Co	-	-
62 Warehouse	The Ellesmere & Chester Canal Co	-	-
63 Public buildings & yard & stables	Chester Canal Co	-	James Knight
64 2 houses & yards	Chester Canal Co	-	Thos. Crimes, John Dickensoul
65 Houses, buildings, yards & occupation road	Chester Canal Co	-	Edward Tilstore
66 Garden	Chester Canal Co	-	Francis Sack
67 Shippon to yards	Chester Canal Co	-	Francis Sack
68 Stable & outbuildings	Chester Canal Co	-	Ed. Tilston
69 Road to Queensferry	Mayor & Citizens	-	-
70 Canal Basin Lock Towing Path to Banks.	Ellesmere & Chester Canal Co.	-	In hand
71 Plantation	Mayor and Citizens	-	-
72 Rope Walk	Mayor & Citizens	Trustees for Eliza Julie Corsey	Wm Sylvester Clarke
73 Field	Dean and Chapter	Lynch Sydney	

74 Walls & roads adjoining	Mayor & Citizens	-	Cotton Esq	Philip Humberston
75 Garden	Mayor & Citizens	-	-	
76 Garden	Mayor & Citizens	-	Unoccupied	
			Committee of	
				Chester Mechanics
				Institute
77 Garden	Mayor & Citizens	-	Committee of	
				Chester Mechanics
				Institute
78 Garden	Mayor & Citizens	-	Ben. Jones	
79 Garden	Mayor & Citizens	-	Tho. Rev. Henry	
80 Garden	Mayor & Citizens	-	Stephen Douglas	
81 Garden	Mayor & Citizens	-	Thos. Henry	
			Raikes	
82 Garden	Mayor & Citizens	-	Thos. Henry	
			Raikes	
83 Garden	Mayor & Citizens	-	Unoccupied	
84 Garden	Mayor & Citizens	-	Unoccupied	
85 Garden	Mayor & Citizens	-	Unoccupied	
86 Garden	Mayor & Citizens	-	Unoccupied	
87 Occupation Road	Mayor & Citizens	-	-	

ENLARGED PLAN OF CHESTER



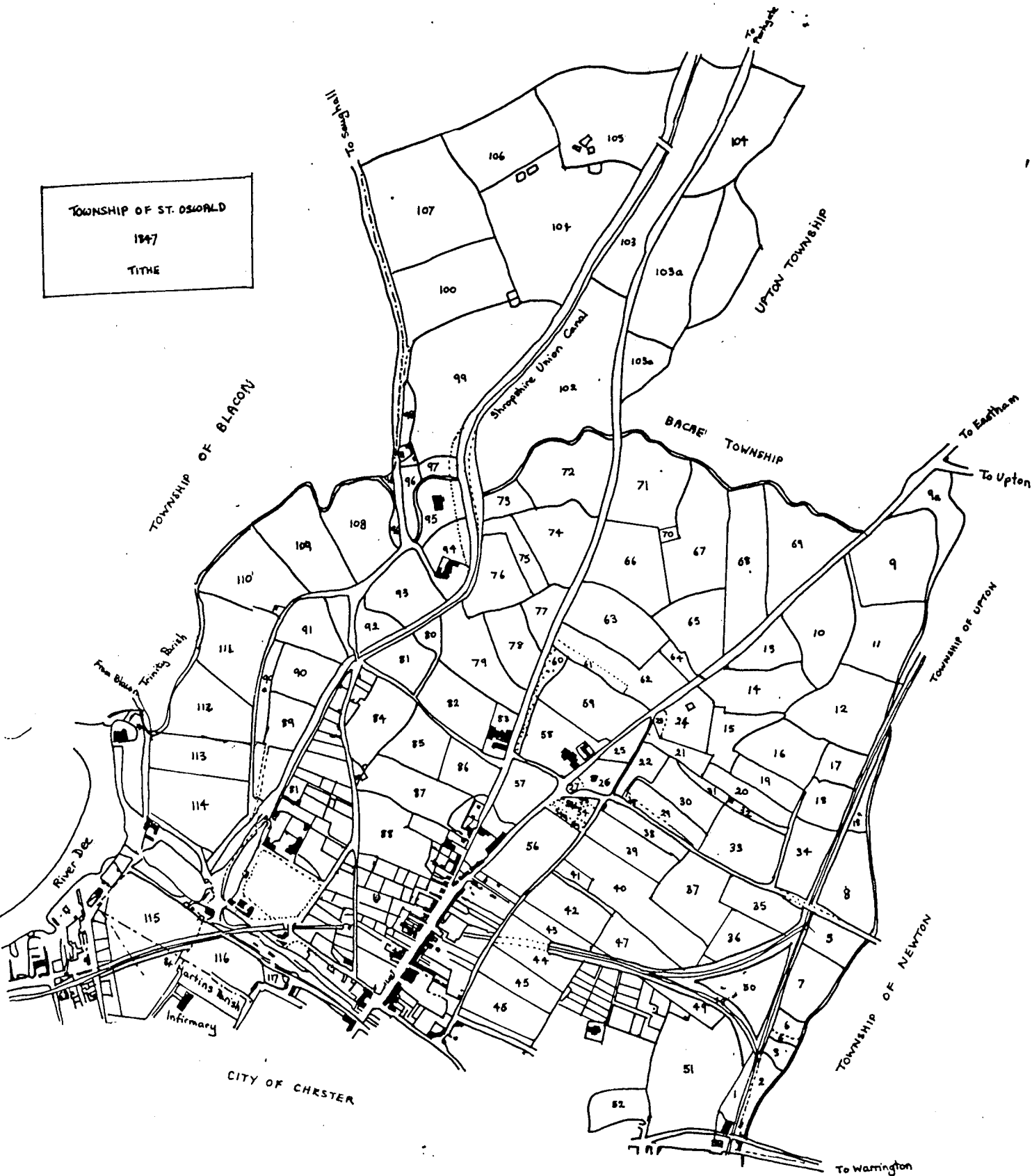
Tithe map of township of St Oswald's

1847 Tracing, reduced scale

Field names

1	Railway through the Township Station etc.	58	House Buildings yards Gardens etc.
2	Garden	59	Four Lane ends field
3	Garden	60	Plantation and croft
4	part of Meadow	61	Quillet
5	Part of Meadow	62	Middle fowl lake
6	Brook Lane croft	63	Furbers fowl lakes
7	Meadow	64	Little fowl lake
8	Nursery field	65	Rimmer field
9	Pool field	66	Near Bridge field
9a	Bache Pool	67	Pearl Wall hay
10	Goose field	68	Near Bache Dale Flatt
11	Far Pool field	69	Far Bache Dale Flatt
12	Far Pool field	70	Little croft
13	Oval field	71	Lower Bridge field
14	Barn croft	72	Lower Horse close
15	Pool Flatts	73	Port Pool Meadow
16	Wilcox Acre	74	Upper Horse close
17	Brook Lane field	75	Long field
17a	Waste	76	Clover field
18	Brook Lane field	77	Majors croft
19	Ten Butts	78	Majors field
20	Bottom field	79	Naylors close
21	Top field	80	Stone Bridge field
22	Garden	81	Blacon cross field
23	Croft taken into Garden	82	College field
24	House Buildings yards Gardens etc.	83	Chester Diocesan Training College
25	Abbots Croft	84	Little Priest field
26	House Buildings yards Gardens etc.	85	Lower College field
27	Cottage and garden	86	China Lane field
28	Quillet in Garden	87	Majors field
29	Quillet	88	Furbers yards
29a	Masseys Butts	89	Brick Banks
30	Mill field	89a	croft
31	Masseys Butts	90	Middle Dee Bank
32	Masseys Butts	90a	Hill site
33	Big field	91	Dee Bank field and Brick Bank
34	Brook Lane field	92	Blacon cross field
35	Brook Lane field	93	Cottons piece
36	Far most field	94	Houses Chymistry yards Buildings Gardens
37	Far field	etc.	
38	Little field and cottage	95	Chymistry Buildings gardens etc.
39	Big field	96	House Buildings yards Gardens etc.
40	Windmill field	97	Little Meadow
41	Garden	98	Pingle
42	Croft	99	Long croft (Blacon cum Crabwall)
43	Gardens	100	Horse Pasture (Blacon cum Crabwall)
44	Gardens	101	Rye Grass field (Blacon cum Crabwall)
45	Garden	102	Further Meadow (Blacon cum Crabwall)
46	Garden	102a	Leg of Mutton
47	Brick Bank	103	Little Leicester field (Blacon cum Crabwall)
48	Railway through the Township	103a	Meadow
49	Brick Bank	104	Meadow (Blacon cum Crabwall)
50	Waste etc.	105	Stone Field (Blacon cum Crabwall)
51	Brayns field	106	Harris' croft (Blacon cum Crabwall)
52	House Market Gardens etc.	107	Marled Hay (Blacon cum Crabwall)
53	Quillet	108	Further Meadow
53a	Quillet	109	Stone Bridge Meadow
54	Quillet	110	House Buildings field etc.
54a	Quillet	111	Garden
		112	Dee Bank meadow
55	Quillet	113	Sands field
56	Densons field	114	Dee Lane field
57	Mill croft	115	Part of Tower field
		116	Part of Infirmary field
		117	croft

TOWNSHIP OF ST. OSWALD
1847
TITHE





Reduced scale

SECOND EDITION 1899



W/RAIL DIV.
CHESTER R.D.
BLACON CUM
CEABWALL PH
LAT. 53° 12'

Proctor's
Owl

SHILLSHILL
MINION CANAL



Figure xvi - County and City Terriers in St Oswald's, 1998

Figure xvii – 1998 map showing approximate area of St Oswald's

Figure xviii – Dated buildings, 1834-1931

Census of St Oswalds township - Upper Northgate Street occupations

1841

occupation	no 1841
asssistant in school	1
attorney	2
baker	2
blacksmith	3
blockmaker	1
bookkeeper	1
bootcloser	1
bottanist [sic]	1
bricklayer	11
bricksetter	1
builder	1
butcher	2
cabinet maker	6
carpenter	11
carter	1
carver and gilder	1
cattle dealer	2
chairmaker	1
chandler	2
clergyman assistant	1
clerk	4
clerk in railway office	1
clockmaker	2
cooper	5
dressmaker	3
druggist	1
dyer	1
flatman	2
flour dealer	1
fringe weaver	2
gardener	12
gentleman's servant	2
glass cutter	1
glazier	1
groom	1
gunmaker	2
haridresser	1
innkeeper	1
joiner	6
labourer	37
major	1
maltster	1
mason	6
milkwoman	1
milliner	2
minister	1
organist	1
painter	5
pauper	1
perfumer	1
plasterer	11
police officer	1
porter	1
potter	1
printer	3
provision dealer	1
publican	2
pupils	7
saddler	3
sawyer	3
schoolmaster	2
schoolmistress	3
servant	62
shipwright	3
shoemaker	8
shopkeeper	1
slater	1
solicitor	3
spring maker	1
surgeon	1
tailor	4
tallow chandler	1
timber merchant	1
washer	1
watchmaker	1
waterman	3
wheelwright	3
woollen draper	3
yalesman	1
TOTAL	156

St Oswald's tithe apportionment 1847

130
II iv

Owner	occupier	Field name	Type	acres	roods	perches	screege	£	s	d	Apportionment
Andrews, Sarah	Andrews, Sarah	House, Buildings, Yards, Gardens etc.	House	1	0	24		1.15	0	0	£0.00
Brasse, Thomas Esq	William Wardle	House, Buildings, Yards, Gardens etc.	House	2	1	18		2.35	1	7	£0.00
Chester and Birkenhead Railway Company	Chester and Birkenhead Railway Company	Garden	Garden	0	2	15		0.59	0	0	£0.00
Chester and Birkenhead Railway Company	Chester and Birkenhead Railway Company	Garden	Garden	0	3	25		0.91	0	6	£0.33
Chester and Birkenhead Railway Company	Chester and Birkenhead Railway Company	Railway through the township, Station etc.	Other	5	1	1		5.26	0	11	£0.59
Chester and Holyhead Railway Company	Chester and Holyhead Railway Company	Waste, etc.	Other	1	2	12		3.52	0	0	£0.00
Chester and Holyhead Railway Company	Chester and Holyhead Railway Company	Brick Bank	Other	1	0	22		1.14	0	0	£0.00
Chester and Holyhead Railway Company	Chester and Holyhead Railway Company	Brick Bank	Other	1	1	30		1.44	0	0	£0.00
Chester and Holyhead Railway Company	Chester and Holyhead Railway Company	Bryen's field	Other	9	1	16		14.3	2	11	£2.57
Chester and Holyhead Railway Company	Chester and Holyhead Railway Company	Railway through the township	Other	8	1	14		8.34	0	0	£0.00
Chester, Mayor and Citizens of	Thomas Jones, Joseph Blackburn and others	Part of Tower Field	P	4	3	0		4.75	0	0	£0.00
Crewe, The Right Honourable Hungerford L	Henry Maddock	Pingle	Other	0	2	23		0.64	0	2	£0.14
Crewe, The Right Honourable Hungerford L	Henry Maddock	House, Buildings, yards	House	1	3	23		1.89	0	0	£0.00
Crewe, The Right Honourable Hungerford L	Henry Maddock	Little Meadow	Meadow	0	2	15		0.59	0	2	£0.13
Dean and Chapter	Dr James Edwards	Plantation and croft	P	0	2	17		0.81	0	3	£0.18
Dean and Chapter	Joseph Huxley	Furburs yards	P	3	2	28		3.88	1	12	£1.60
Dean and Chapter	Thomas Whalley	Long Field	P	1	3	35		1.87	0	7	£0.36
Dean and Chapter	Thomas Whalley	Long Field	A	1	2	15		1.58	0	9	£0.45
Dean and Chapter	John Heasley	Pearl Wall Hey	P	8	2	27		8.67	1	9	£1.46
Dean and Chapter	John Heasley	Near Bache Dale Flatt	P	8	2	15		6.58	1	14	£1.73
Dean and Chapter	John Heasley	Middle Fowl Lake	Other	5	0	20		4.9	0	3	£0.18
Dean and Chapter	John Heasley	Little croft	P	0	1	2		0.28	0	1	£0.09
Dean and Chapter	John Heasley	Rimmer field	A	4	0	0		4.00	1	2	£0.10
Dean and Chapter	Thomas Whalley	Majors field	A	3	1	5		3.28	0	17	£0.4
Dean and Chapter	Peter Dutton	Hill site	A	0	3	7		0.79	0	5	£0.28
Dean and Chapter	Benjamin Brasse	Mil croft	P	2	0	39		2.24	0	11	£0.60
Dean and Chapter	Dr James Edwards	Four Lane ends field	A	4	2	2		4.51	1	4	£1.23
Dean and Chapter	William Matthews	Lower Bridge field	A	2	0	11		5.07	0	7	£1.35
Dean and Chapter	John Williamson	Blacon Cross Field	A	2	2	16		2.60	0	14	£0.73
Dean and Chapter	Sarah Andrews	Cottage and garden	Cottage	0	1	2		0.26	0	0	£0.00
Dean and Chapter	Benjamin Brasse	Lower College Field	P	2	3	18		2.88	0	16	£0.83
Dean and Chapter	Benjamin Brasse	China Lane Field	P	1	3	3		1.52	0	9	£0.46
Dean and Chapter	Joseph Huxley	Furburs fowl lakes	P	4	2	28		4.66	1	6	£1.32
Dean and Chapter	John Nickson	Pool Field	P	7	0	22		7.14	0	14	£0.73
Dean and Chapter	John Allen	Blacon cross field	P	2	0	3		2.02	0	8	£0.41
Dean and Chapter	Robert Evans	Dee Bank field and Brick Bank	A	4	0	22		4.39	1	6	£1.30
Dean and Chapter	Joseph Huxley	Croft	P	0	0	36		0.23	0	0	£0.00
Dean and Chapter	Shropshire Union Canal Company	Croft	P	1	1	35		1.47	0	5	£0.48
Dean and Chapter	John Heasley	Near Bridge field	P	1	0	15		5.34	1	8	£1.41
Dean and Chapter	Peter Dutton	Middle Dee Benits	A	5	0	3		3.02	0	3	£1.10
Dean and Chapter	John Nickson	Far Pool Field	P	5	2	33		5.71	1	1	£1.08
Dean and Chapter	Elizabeth Moore	Barn croft	P	4	0	28		4.18	1	4	£1.22
Dean and Chapter	Samuel Davies	Garden	A	1	1	30		2.87	0	17	£0.8
Dean and Chapter	William Jones, Thomas Clare and others	Brick Banks	Other	2	0	36		2.23	0	18	£0.92
Dean and Chapter	Charles Dodd	Garden	A	2	2	31		2.89	2	1	£2.09
Dean and Chapter	Samuel Abraham	Garden	A	2	3	35		2.87	0	19	£0.96
Dean and Chapter	Betty Cotton	Majors field	A	3	0	20		3.38	0	4	£1.24
Dean and Chapter	William Haywood Glover	Houses, Chymisty yards, Buildings, Gardens	House	2	0	10		2.06	0	0	£0.00
Dean and Chapter	Walter Griffith	Houses, market garden etc.	House	1	3	33		1.96	0	17	£0.89
Dean and Chapter	Charles Dodd	Croft	P	2	3	8		2.80	0	12	£0.62
Dean and Chapter	Charles Dodd	Garden	A	1	1	30		1.44	0	0	£0.00
Dean and Chapter	Mary Cotton	Denson's field	P	4	0	28		4.18	1	16	£1.83
Dean and Chapter	John Bald	Chymisty Buildings, Gardens etc.	House	1	3	30		1.94	0	0	£0.00
Dean and Chapter	William Aytton	House, buildings, yard, garden etc.	House	4	0	32		4.20	0	0	£0.00
Dean and Chapter	Philip Stapleton Humberston Esq.	Part of infirmary field	P	3	1	20		3.38	0	4	£1.24
Dean and Chapter	John Heasley	Gooses field	A	5	1	23		5.39	1	6	£1.30
Dean and Chapter	Thomas Whalley	Clover Field	P	3	1	30		3.44	0	18	£0.82
Dean and Chapter	John Heasley	Little Fowl Lake	Other	0	2	31		0.89	8	9	£9.46
Dean and Chapter	Lawrence Davies	Lower horse Close	P	1	3	22		5.89	1	12	£1.64
Dean and Chapter	Lawrence Davies	Port Pool Meadow	P	1	1	32		1.45	0	6	£0.30
Dean and Chapter	Thomas Fletcher	Far Bache Dale Flatt	A	6	1	15		6.34	1	14	£1.73
Dean and Chapter	Joseph Crews	Leg of Mutton	P	1	5	5		1.29	0	0	£0.00
Dean and Chapter	Peter Eaton and John Eaton	Naylors close	P	4	2	18		4.61	0	9	£1.47
Dean and Chapter	John Heasley	Oval field	P	2	1	4		2.28	0	15	£0.78
Dean and Chapter	Lawrence Davies	Upper Horse Close	P	4	3	12		4.83	1	3	£1.19
Dean and Chapter	Joseph Crews	Meadow	P	6	0	20		6.63	0	10	£2.00
Dean and Chapter of Chester Cathedral	John Sandfield	College Field	P	4	1	27		4.42	0	14	£0.73
Dean and Chapter of Chester Cathedral	John Dinwoodie	Cotton's Piece	P	3	0	35		3.22	0	7	£0.36
Dean and Chapter of Chester Cathedral	John Sandfield	Stone Bridge Field	P	0	2	32		0.70	0	2	£0.14
Dean and Chapter of Chester Cathedral	Richard Barker Esq.	Little Priest Field	P	4	1	1		4.24	0	18	£0.9
Dean of Manchester and the Reverend	Lord Bishop of Chester	Chester Diocesan Training College	House	1	0	0		1.00	0	0	£0.00
Henry Raikes, Chancellor	Henry Raikes, Chancellor							0.00			£0.00
Kimorey, Earl of	Samuel Higginson	Top field	P	1	1	10		1.31	0	4	£0.23
Kimorey, Earl of	John Jones	Garden	A	0	0	0		0.00	0	0	£0.00
Kimorey, Earl of	Thomas Brasse Esq.	Croft taken into garden	Garden	0	1	0		0.25	0	1	£0.05
Kimorey, Earl of	Joseph Humphreys	Quillett	A	0	3	18		0.85	0	3	£0.19
Kimorey, Earl of	Joseph Humphreys	Far most field	P	2	0	7		2.04	0	9	£0.45
Kimorey, Earl of	Joseph Humphreys	Brook Lane Field	P	2	1	29		2.43	0	10	£0.54
Kimorey, Earl of	John Stevenson	Brook Lane croft	P	1	1	38		1.48	0	3	£0.19
Kimorey, Earl of	John Stevenson	Meadow	P	2	3	24		2.90	0	7	£0.39
Kimorey, Earl of	John Jones	Mil field	P	4	2	25		4.89	0	15	£0.76
Kimorey, Earl of	Samuel Higginson	Bottom field	P	1	3	9		1.81	0	4	£0.23
Kimorey, Earl of	Henry Faulkner	Ten Butts	P	1	3	18		1.85	0	5	£0.28
Kimorey, Earl of	Joseph Humphreys	Big field	P	3	3	20		3.68	0	17	£0.88
Kimorey, Earl of	John Smith	Garden	A	0	1	14		0.34	0	3	£0.19
Kimorey, Earl of	William Fox	Far field	P	3	0	36		3.23	0	10	£0.50
Kimorey, Earl of	John Smith	Windmill Field	P	7	1	0		7.25	1	5	£1.29
Kimorey, Earl of	William Fox	Little field and Cottage	P	2	0	15		2.09	0	7	£0.35
Kimorey, Earl of	Henry Faulkner	Wilcor Acre	P	4	0	10		4.08	0	14	£0.70
Kimorey, Earl of	Sarah Andrews	Quillett x 3	A	0	3	14		0.84	0	4	£0.22
Kimorey, Earl of	Daniel Edge	Part of Meadow	P	0	0	25		0.16	0	0	£0.00
Kimorey, Earl of	Sarah Andrews	Quillett in garden	A	0	1	3		0.27	0	0	£0.00
Kimorey, Earl of	William Fox	Big field	P	2	1	34		2.46	0	7	£0.36
Massey, Richard Esq	William Bagley	Messeys Butts	P	0	2	24		0.85	0	2	£0.13
Massey, Richard Esq	William Bagley	Messeys Butts	P	0	2	11		0.57	0	3	£0.11
Massey, Richard Esq	William Bagley	Messeys Butts	A	0	1	20		0.38	0	1	£0.06
Massey, Richard Esq	John Heasley	Quillett	P	0	2	18		0.80	0	1	£0.08
Potts, Charles Williams Esq	Francis Dickson and James Dickson	Nursery Field	A	4	1	0		4.25	0	18	£0.80
Potts, Charles Williams Esq	George Williamson	Dee Bank meadow	P	3	1	25		3.41	0	13	£0.68
River Dee Company	Frances Thomas	Dee Bank meadow	P	5	1	0		5.25	0	17	£0.85
River Dee Company	Elizabeth Moore	Further meadow	P	5	0	7		5.04	0	17	£0.88
River Dee Company	Margaret Dickson	Sands Piece	P	3	3	8		3.79	0	17	£0.85
River Dee Company	William Roberts	Dee Lane Field	P	8	3	25		5.91	1	2	£1.10
River Dee Company	Peter Dutton	Garden	A	5	30	20		12.83	1	11	£1.55
River Dee Company	Peter Dutton	Stone Bridge meadow	P	5	0	18		5.11	0	15	£0.77
River Dee Company	Peter Dutton	House, Buildings, field etc.	P	4	2	32		4.70	0	13	£0.68
Saltbury, John Lloyd Esq.	Daniel Edge	Part of Meadow	P	0	2	15		0.59	0	2	£0.12
Saltbury, John Lloyd Esq.	Sarah Andrews	Quillett x 2	A	0	2	3		0.52	0	1	£0.09
Trelawney, HB Esq.	Sarah Gregory	Far Pool Field	P	7	0	12		7.08	1	2	£1.10
Trelawney, HB Esq.	Betty Cotton	Abbots croft	P	1	0	18		1.10	0	4	£0.21
Trelawney, HB Esq.	John Heasley	Brook Lane field	P	1	1	20		1.39	0	5	£0.28
Trelawney, HB Esq.	Thomas Frost	Brook lane field	P	2	0	19		2.12	0	7	£0.39
Trelawney, HB Esq.	Thomas Frost	Waste	Waste	0	3	22		0.89	0	0	£0.00
White, Mary	John Ellis	Pool Flatts	P	1	2	11		2.32	0	7	£0.35
TOTAL								338.81	0	7	

Bailiwick leases. Cheshire County RO. DBC 1621/1-4 (EDD)

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Date	Owner	Major lessee	Secondary lessee	Property	type of let	length of lease
1791	Dean & Chapter	Lord Kilmorey		Tithe barn		
1795	Dean & Chapter	William Archer & Ann Owen		House, stable and garden		
1797	Dean & Chapter	Thomas Taylor & Edward Mainwaring		Bailwick		
1798	Dean & Chapter	Lord Kilmorey				
1801	Dean & Chapter	Rev William Nelson		Fields		
1803	Brassay	Mayor & Citizens		5 messuages		
1804	Dean & Chapter	Thomas Taylor & Edward Mainwaring		Land & Barn, St Thomas Chapel,	farm let	
1814	Dean & Chapter	Earl Grosvenor		Tithes within city liberties		
1815	Mayor & Citizens of Chester	Nathaniel Bouton		Land north of George Street		
1817	Philip Humberston et al	Lynch Sydney Cotton		Land in trust for Edward Mainwaring		
1818	Dean & Chapter	Edward Mainwaring & Lynch Sydney Cotton		House & garden in Further Northgate Street		
1818	Dean & Chapter	Edward Mainwaring & Lynch Sydney Cotton		Bach Mill & land		
1819		Edward Mainwaring & Lynch Sydney Cotton	Philip Humberston	The barn Acre, Mill Field/George's Field, Pearl Way Hay, land nr barn Lane	lease	
1819		Edward Mainwaring & Lynch Sydney Cotton	Philip Humberston	Furbers nearer Bridge Field & Furbers Further Bridge Field	lease	21 years
1820		Lynch Sydney Cotton	John Jones	House in Upper Northgate Street		10 years
1820		Lynch Sydney Cotton	John Jones	Fields		
1820		Lynch Sydney Cotton	John Williams	Messuage in Upper Northgate Street		
1820		Lynch Sydney Cotton	John Williamson	House in Upper Northgate Street	lease	
1820		Lynch Sydney Cotton	Mary Manley	Warehouse near canal		
1820		Lynch Sydney Cotton	Masie Taylor	Four Lane End Field		
1820		Lynch Sydney Cotton	Masie Taylor	Fields		19 years
1820		Lynch Sydney Cotton	Masie Taylor	The Goose Field, Further Pool Hey, Bache Flatts/Bahce Dalea	lease	
1820		Lynch Sydney Cotton	Masie Taylor	Land & barn	farm let	
1821		Lynch Sydney Cotton	Messrs Dixon	Rimmers Field		
1820		Lynch Sydney Cotton	Rev Thomas Ward	Windmill Field	lease	
1821		Lynch Sydney Cotton	Messrs Dixon	Rimmers Field & hovel	lease	
1822	Charles Dundee Esq	John Jones		House & Chymistry		21 years
1822	Mayor & Citizens of Chester	Benjamin Brassay		Land South of George Street		
1822	Mayor & Citizens of Chester	George Bland		Land opposite Dog Kennel in George Street		
1825		Lynch Sydney Cotton	F Wintour Esq	Fields	lease	21 years
1825		Lynch Sydney Cotton	John Lancaster	Gardens	lease	21 years
1825		Lynch Sydney Cotton	John Williams	House in Upper Northgate Street		
1825		Lynch Sydney Cotton	John Williams	New house		
1825		Lynch Sydney Cotton	Mary Manley	Warehouse near canal	lease	21 years
1825		Lynch Sydney Cotton	Mrs & Miss Pearce	Fields	lease	21 years
1825		Lynch Sydney Cotton	Philip Humberston	Fields	lease	21 years
1825		Lynch Sydney Cotton	Philip Humberston	Fields	lease	21 years
1825		Lynch Sydney Cotton	Philip Humberston	Fields	lease	21 years
1825		Lynch Sydney Cotton	Philip Humberston	Fields	lease	21 years
1825		Lynch Sydney Cotton	Rev Edmund Radcliffe Stringfellow	The Priest Field		
1825		Lynch Sydney Cotton	Rev Masie Taylor	Fields	lease	21 years
1825		Lynch Sydney Cotton	Rev Thomas Ward	Fields		
1825		Lynch Sydney Cotton	Rev Thomas Ward	Fields		
1825		Lynch Sydney Cotton	Rev Thomas Ward	Windmill Field	lease	
1825		Lynch Sydney Cotton	Rev William Molineux	Abbots Grange	lease	40 years
1825		Lynch Sydney Cotton	Rev William Molineux	Four Lane End Field	lease	21 years
1825		Lynch Sydney Cotton	Taylor, Dundas, Humberston	Fields		
1825		Lynch Sydney Cotton	Thomas Flutt	House in Further Northgate Street	lease	
1825		Lynch Sydney Cotton	W Hough	Hall Meadows		
1825		Lynch Sydney Cotton	W Hough	Ten houses in Upper Northgate Street		
1825		Lynch Sydney Cotton & the Brookhouse Co	Rev William Molineux	Fields	lease	
1825	Dean & Chapter	Elizabeth Molineux		Abbots Grange		
1825	Dean & Chapter	Lynch Sydney Cotton		Tithes & Land in Bailwick		
1825	Dean & Chapter	Lynch Sydney Cotton		House & garden in Further Northgate Street		
1825	Dean & Chapter	Lynch Sydney Cotton		Bailwick lands	lease	21 years
1825	Dean & Chapter	Lynch Sydney Cotton Esq			lease	
1825	Dean & Chapter	Rev William Harrison	House and land in Four Lane End			
1825	Dean & Chapter	Rev William Harrison		Far Lane End Field		
1828		Lynch Sydney Cotton	Rev James Lyon	Land in Bach Lane		
1830		Mrs Molineux	Lynch Sydney Cotton	The Priest Field	lease	
1830	Dean & Chapter	Mrs Elizabeth Molineux & Rev William Harrison		Bach Dalea		21 years
1831	Dean & Chapter			Mansion & lands - Abbots Grange		
1832		Lynch Sydney Cotton	Alderman Fletcher	Houses		
1832		Lynch Sydney Cotton	Alderman Fletcher	Bays in barn	lease	21 years
1832		Lynch Sydney Cotton	Alderman Fletcher	South end of Hall Barn		
1832		Lynch Sydney Cotton	Anne Waley Jollars	3 bays in Hall Barn		
1832		Lynch Sydney Cotton	Ed Harrison	2 houses, stables, garden back of Canal Street	lease	
1832		Lynch Sydney Cotton	Edward Hodgkinson	Several messuages in Further Northgate Street		
1832		Lynch Sydney Cotton	Eleanora Manley	Several houses	lease	
1832		Lynch Sydney Cotton	Frances Mary Ward	Warehouse near canal	lease	21 years
1832		Lynch Sydney Cotton	Frances Mary Ward	Windmill Field	lease	21 years
1832		Lynch Sydney Cotton	George Eaton	Windmill Field	lease	21 years
1832		Lynch Sydney Cotton	George Folliott Esq	Naylors Field	lease	21 years
1832		Lynch Sydney Cotton	George Walker	Garden near Stone Bridge Lane		
1832		Lynch Sydney Cotton	George Walker	Garden near Stone Bridge Lane	lease	21 years
1832		Lynch Sydney Cotton	George Walker	Garden on Stone Bridge Lane		
1832		Lynch Sydney Cotton	J Williams	1 messuage in Upper Northgate Street	lease	21 years
1832		Lynch Sydney Cotton	JM Ward et al	Chivers Horse Close, Jode's Meadows	lease	21 years
1832		Lynch Sydney Cotton	John Baker	House in Further Northgate Street	lease	21 years
1832		Lynch Sydney Cotton	John Baker	House etc. in Upper Northgate Street	lease	21 years
1832		Lynch Sydney Cotton	John Jones	House in Further Northgate Street		
1832		Lynch Sydney Cotton	John Jones	House in Further Northgate Street	lease	21 years
1832		Lynch Sydney Cotton	John Kearsley	Gorse Field		21 years
1832		Lynch Sydney Cotton	John Williams	House in Upper Northgate Street		
1832		Lynch Sydney Cotton	John Williamson	Blacon Cross Field	lease	21 years
1832		Lynch Sydney Cotton	John Williamson	Balcon Cross Field		
1832		Lynch Sydney Cotton	Mary Smith	The Priest Field	lease	21 years
1832		Lynch Sydney Cotton	Mary Smith	The Priest Field		
1832		Lynch Sydney Cotton	Mess Taylor & 1	House, garden & chymistry	lease	21 years
1832		Lynch Sydney Cotton	Mrs & Miss Pearce	Fields	lease	21 years
1832		Lynch Sydney Cotton	P Humberston	Fields	lease	21 years
1832		Lynch Sydney Cotton	P Humberston	Fields	lease	21 years
1832		Lynch Sydney Cotton	P Humberston	Fields	lease	21 years
1832		Lynch Sydney Cotton	Philip Humberston	Fields	lease	21 years
1832		Lynch Sydney Cotton	Rev F Wintour	Hall Meadows, Shoulder of mutton field	lease	
1832		Lynch Sydney Cotton	Rev Fitzgerald Wintour	Hall Meadows near Parkgate Road	lease	21 years
1832		Lynch Sydney Cotton	Rev M.L. Taylor	Blacon Cross field, Port pool meadow, Bach flat/Bah Dale, Furbers Dee banks	lease	21 years
1832		Lynch Sydney Cotton	Rev W Harrison	House in Four Lane End Field	lease	40 years
1832		Lynch Sydney Cotton	Rev W Harrison	Four Lane End Field	lease	21 years
1832		Lynch Sydney Cotton	Rev W Harrison	Four Lane End	lease	21 years
1832		Lynch Sydney Cotton	Rev W Harrison	Four Lane End		
1832		Lynch Sydney Cotton	Rev Wintour	Fields Hall Meadows adjacent to Parkgate Road		
1832		Lynch Sydney Cotton	Seller & Husley	Williamson's field & Near Bridge Field	lease	
1832		Lynch Sydney Cotton	Taylor, Dundas & Humberston	Fletcher's house & garden, Chymistry, Chapel Yard		
1832		Lynch Sydney Cotton	Taylor & Humberston	House, garden, land & Chymistry		
1832		Lynch Sydney Cotton	Thos Ellis	Mill Croft	lease	
1832		Lynch Sydney Cotton	Thos Ellis	Mill Croft		
1832		Lynch Sydney Cotton	Thos Flutt	Several houses in Further Northgate Street	lease	21 years
1832		Lynch Sydney Cotton	W Evans	House in Further Northgate Street	lease	21 years
1832		Lynch Sydney Cotton	William Evans	2 houses in Further Northgate Street		
1832		Rev MD Taylor	Messrs Palins	House, Chymistry works & land		
1832		Rev William Harrison	Mr William FM Ayrton	Abbots Grange & piece of land adjoining		
1832	Bailiwick of Chester & Dean of College	Dean & Chapter		Field next to College		
1832	Dean & Chapter	HR Hughes & 7		2 coach houses & stables near city walls		
1832	Dean & Chapter	Lynch Sydney Cotton		House & land in Four Lane End Field (Abbots Grange?)	lease	40 years
1832	Dean & Chapter	Lynch Sydney Cotton		In Bach Lane		
1832	Dean & Chapter	Lynch Sydney Cotton		Bailwick	lease	21 years
1832	Dean & Chapter	Lynch Sydney Cotton		Land & house in Four Lane End Field (Abbots Grange?)		
1832	Dean & Chapter	Lynch Sydney Cotton		Several houses in Further Northgate Street	lease	21 years
1832	Dean & Chapter	Lynch Sydney Cotton	George Eaton	Nylons Field		
1832	Dean & Chapter	Nelson Batty		Fields		
1832	Dean & Chapter	Rev William Harrison		Field/land in Bach Lane		
1832	Mayor & Citizens of Chester	Sarah Snape et al		Land in Parish of St Oswalds near walls and canal		
1835		Lynch Sydney Cotton	JL Podmore	Garden on Stone Bridge Lane	lease	
1835		Lynch Sydney Cotton	Thos Birch	Garden East of Dee Lane/Canal Street		
1835		Lynch Sydney Cotton	Rev William Harrison	House on Upper Northgate Street		
1841		Lynch Sydney Cotton	Seller & Husley	Williamson's field & Near Bridge Field		
1843	Bailiwick of Chester & trustees of College	Dean & Chapter		Field next to College		
1846	Dean & Chapter	Richard Comyn & Joshua Sharpe Esq		Previous lands		
1846	Mayor & Aldermen of Chester	John Henry Wiggner		Land in St Oswalds near walls and canal		
1846	Dean & Aldermen of Chester	Richard Comyn & Joshua Sharpe Esq.		All lands previously granted	lease	
1901	Mayor & Aldermen of Chester	London & NW Railway Company		3 pieces of land near water tower		

St Anne Street Census 1861

Occupation	No	Railway worker
baker	1	
boat builder	2	
bookkeeper at Goods Depot, General Station	1	1
boiler maker	1	
bookmaker/binder	2	
bookseller	1	
bootmaker/shoemaker	6	
brickmaker	1	
brushmaker	1	
butcher	2	
cabinet maker	2	
carpenter	4	
charwoman	1	
clerk	7	
clerk (railway)	1	1
coach gilder	2	
coachmaker	5	
coalman	1	
cooper	1	
cordwainer	1	
corn dealer	1	
cowkeeper	1	
dressmaker	13	
engine driver	8	8
engine fitter	1	
flatman	1	
flour dealer	1	
french-polisher	1	
funeral service	1	
gardener	3	
governess	1	
grocer	3	
house nail maker	1	
housekeeper	4	
innkeeper	1	
insurances agent	1	
ironmonger	2	
joiner	9	
labourer	3	
labourer (railway)	4	4
landed proprietor	1	
laundress	2	
leather curvier	1	
letter carrier	2	
loco	1	1
locomotive fireman	2	2
lodging house keeper	1	
milliner	3	
number taker of railway carriage	1	1
pattern maker	1	
plumber & glazier	2	
police inspector	1	
porter	3	
porter (railway)	1	1
printer	3	
proprietor of houses	4	
provision master	2	
Railway audit clerk	1	1
railway guard	1	1
Railway S...[?] clerk	1	1
railway travelling carriage inspector	1	1
railway timekeeper	1	1
runner[?]	1	
salesman	1	
schoolteacher	3	
secretary to Gas Co	1	
seedsman	2	
ship carpenter	1	
ship smith	1	
shopkeeper	1	
shopman	4	
shot dryer	1	
stone mason	3	
tailor	4	
tin plate worker	1	
tobacconist	1	
upholsterer	1	
wheelwright	2	
TOTAL	167	24
percentage of railway workers		14.37%

1910 'Domesday', St Oswald's.

Name of Street	Gardens	Houses with no gardens	Houses with gardens	Houses with garages	Houses with gardens and/or stables	Houses with shops	Shops	Yards, workshops, manufacturing, etc.	Offices	Private clubs	Cocoa houses	Stables	Postage stations	Building	Houses and cottages	Total houses
Upper Northgate Street		68	1	0	0	0	11	0	0	1	0	0	0	0	0	91
Abbots Nook		10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Back Nook		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Back Thomas Street		35	0	0	0	0	1	0	1	0	0	0	0	0	0	36
Black Diamond Street		55	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bouwerie Street		53	0	0	0	0	0	0	0	0	0	0	0	0	0	61
Brook Lane		41	0	0	0	0	0	0	0	0	0	0	0	0	0	42
Brook Street		13	0	0	0	0	3	0	1	0	0	0	0	0	0	9
Camden Road		35	0	0	0	0	66	16	10	0	3	2	1	2	0	117
Canal Bank		0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
Canal Bridge		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Canal Street		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Canterbury Street		6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Catherine Street		58	0	0	0	0	4	0	0	0	0	0	0	0	0	13
Cherry Street		7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Cherry Road		28	0	0	0	0	0	0	0	0	0	0	0	0	0	28
Church Street		61	0	0	0	0	0	0	0	0	0	0	0	0	0	61
City Walls		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conrad Street		62	0	0	0	0	1	0	0	0	0	0	0	0	0	63
Cow Lane Bridge		13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Deane Street		22	0	0	0	0	0	0	0	0	0	0	0	0	0	22
Derby Street		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Eden Park		4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Frederick Street		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Frederick Street		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Lane		79	0	0	0	0	14	1	3	1	0	0	0	0	0	94
George Street		44	0	0	0	0	18	2	0	0	0	0	0	0	0	62
Gloucester Avenue		78	0	0	0	0	0	0	0	0	0	0	0	0	0	78
Gloucester Road		55	0	0	0	0	0	0	0	0	0	0	0	0	0	55
Gloucester Street		74	0	0	0	0	1	0	0	0	0	0	0	0	0	75
Grove Street		9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Grange Road		41	0	0	0	0	0	0	0	0	0	0	0	0	0	41
Hampton Place		5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hampton Street		33	0	0	0	0	2	0	0	0	0	0	0	0	0	35
Hampton Street		20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Leonard Street		12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Liverpool Road		9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Lorne Street		42	0	0	0	0	1	0	0	0	0	0	0	0	0	43
Lorne Street		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lorne Street		34	0	0	0	0	0	0	0	0	0	0	0	0	0	34
Lyons Street		6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Mason Street		18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Milton Court		19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
More Bank Street		20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
New Street		25	0	0	0	0	1	1	2	0	0	0	0	0	0	28
New Street		31	0	0	0	0	0	0	0	0	0	0	0	0	0	31
New Street		26	0	0	0	0	0	0	0	0	0	0	0	0	0	26
Old Crane Bank		3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Old Quarry		4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Old Quarry		39	0	0	0	0	0	0	0	0	0	0	0	0	0	39
Oulton Place		29	0	0	0	0	0	0	0	0	0	0	0	0	0	29
Oulton Place		33	0	0	0	0	0	0	0	0	0	0	0	0	0	33
Pitt Street		6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Pitt Street		17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
Plum Terrace		12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Salisbury Street		19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Salisbury Street		27	0	0	0	0	0	0	0	0	0	0	0	0	0	27
Sealand Road		48	0	0	0	0	0	0	0	0	0	0	0	0	0	48
Sealand Road		17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
Shute House		12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
South View		19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
St Anne Street		100	0	0	0	0	20	2	0	0	0	0	0	0	0	120
St Anne Street		19	0	0	0	0	4	0	0	0	0	0	0	0	0	23
St James Place		34	0	0	0	0	0	0	0	0	0	0	0	0	0	34
St Thomas Street		18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
St Thomas Street		8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Sydney Road		48	0	0	0	0	0	0	0	0	0	0	0	0	0	48
Sydney Street		3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Talbot Street		63	0	0	0	0	0	0	0	0	0	0	0	0	0	63
The Locs		3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Thomas Street		30	0	0	0	0	1	0	0	0	0	0	0	0	0	31
Town Street		36	0	0	0	0	0	0	0	0	0	0	0	0	0	36
Town Street		86	0	0	0	0	0	0	0	0	0	0	0	0	0	86
Vernon Road		72	0	0	0	0	0	0	0	0	0	0	0	0	0	72
Victoria Road		1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walsby Street		6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Walpole Street		71	0	0	0	0	0	0	0	0	0	0	0	0	0	71
Walpole Street		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walpole Road		30	0	0	0	0	0	0	0	0	0	0	0	0	0	30
Wellington Street		22	0	0	0	0	0	0	0	0	0	0	0	0	0	22
Wellington Street		35	0	0	0	0	0	0	0	0	0	0	0	0	0	35
Whitford Lane		52	0	0	0	0	0	0	0	0	0	0	0	0	0	52
William Street		5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total		2966	120	6	6	189	63	92	5	30	2	36	16	11	3	2967
Total houses/gardens		2966	120	6	6	189	63	92	5	30	2	36	16	11	3	2967
Total houses		2966	120	6	6	189	63	92	5	30	2	36	16	11	3	2967
Percentage of total houses		80.75%	4.03%	0.27%	0.27%	5.39%	1.79%	3.12%	0.17%	1.01%	0.07%	1.22%	0.54%	0.37%	0.10%	

Brook Street 1910

House and shop - 38

Shop - 13

Total shops = 38+13=51

Stable - 1

House - 1

Public house - 3

Rooms - 3

Yard - 2

Posting station - 2

Cocoa house - 2

Workshops etc. - 2

Brook Street - 1998

75A House with Georgian type door up steps
 Ahmed Indian Takeaway
 Arman Tandoori
 Bargains - boarded
 Boarded up - 5
 Bookmakers
 Camp Club
 Carpets
 Cash centres
 Cheshire Video
 Chester Comic
 Chester Leathergoods
 Classic Costume
 Coffee House
 Dee Sports
 Disused car showroom/garage
 Don Danto - Italian food
 Egerton Arms
 Exchange electronics
 Fagins - second hand goods
 Fish Bar - 2
 Gas showroom - unused
 Global Grooves
 Hairdresser- Carr's of Chester, Gents, +
 KABS
 Kit Kat Cafe
 Lache Animal Sanctuary
 Londis store
 Maltbys - 6 houses
 Music
 Newsagent
 Not used
 Office supplies
 Olde Cottage
 Part of Maltbys - beds
 Pizza takeaways
 Post Office
 Printer
 Railway Inn on corner
 Salvation Army shop
 Scope Shop
 Sigma Fabrics
 Stanley Arms
 Sunbed
 Taste of India
 The Chester Tandoori
 Thrifty Stores
 Trading Post
 Ye Olde Bowling Green Hotel

Dean and chapter draft covenants (summary)
century

Late 18th century/early 19th

Cheshire County RO EDD10/7/32

The main terms were:

- 1 . 40 years and covenants to spend specific amounts of money on plans to be approved.
- 2 . 21 years and covenants to restore and improve for a specific expenditure. To include external painting and painting anything that needed to preserve wood.
- 3 . 14 years or 10 years and the owners to make repairs and alterations and maintain.
 To include external painting once every three years and internal painting once every five years.
- 4 . Year to year tenancy with the property maintained by the owners (ie the Dean & Chapter) excepting broken glass and carelessness.
- 5 . Property to be sold by auction.
- 6 . Property let year to year for crops planted with prior notice and not to be used or taken at cost. The owner to have liberty to remove all erections put up after this. The tenants to keep fences and gates in good repair.
- 7 . Farming grasslands to be let on six months notice.

LOT 1.

The Mansion House known as

'ABBOTSFIELD,'

situate in Liverpool Road, in the City of Chester, standing in its own Grounds and approached by a Carriage Drive with Lodge at Entrance, now in the occupation of N. T. FLEMING, Esq.

The House which is substantially built of stone, and was erected by the late Thos. Brassey, Esq., contains on the Ground Floor:—Entrance Hall, fitted with Fire Grate; Dining Room 22½ ft. by 17 ft.; Drawing Room, 21 ft. by 16 ft.; Study, 16 ft. by 14 ft.; excellent Domestic Offices and Four Superior Wine and Ale Cellars and Larder in Basement.

On First Floor, approached by a Stone Staircase are Five Bedrooms, One Dressing Room, Two Servants' Bedrooms, Bath Room, Housemaid's Closet, w.c., and a Smoke Room in Turret.

There is an enclosed Stable Yard with Coach House, Harness Room and Stable with Lofts over; Loose Box, Wood Coach House with Galvanized Roof; Boot House, Two Coal Houses, Two Water Closets, &c.

Excellent Gardens with Range of Glass Houses, comprising Conservatory, Fern House and Vinery; Large Lean-to Vinery, with Heating Apparatus; Potting Shed, &c.

The Pleasure Grounds are ornamented with well-grown Trees and Flowering Shrubs.

There is also a valuable Piece of old Pasture Land, with Loose Box, Two Pig Styes, and Wood Shed.

There is a right of way to the Field as shewn on the Plan. By arrangement the owner of Christ Church Vicarage has been permitted to deviate this temporarily.

The property is situate close to the Liverpool Road Station on the Great Central Railway, and about 1 mile from the Chester General Railway Station, and within easy reach of Liverpool and Manchester.

Possession can be had on September 29th next.

LOT 2.

A Superior Detached Freehold Residence, known as

"HAMPTON LODGE,"

No 12, Liverpool Road, in the occupation of MRS. GREEN, containing on the Ground Floor :—Entrance Hall, laid with Minton Tiles; Drawing Room, 23½ft. by 15ft.; Dining Room, 21ft. by 15ft.; Morning Room, Cloak Room, with Lavatory; Billiard Room, with Dome Light; capital Domestic Offices, and good Cellar in Basement.

On First Floor are Six Bedrooms, Box Room, large Bath Room, with Lavatory; separate w.c., and Two Attics.

The Gardens surround the House and contain a Lean-to Vinery and Outoffices; the whole comprising an area of 1480 square yards or thereabouts.

N.B.—Both Properties are well drained into the Chester sewers and supplied with both the Chester Gas and Water, and the Chester Electric Light Mains are laid in the Liverpool Road past both Properties.

10000, Sept 31st Aug 1897
10000, 10000, 10000
£85 each

Plate IIIi
1993
→ N



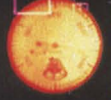
1992/3 aerial survey of Cheshire captured by the National Remote Sensing Centre (NRSC) who flew the survey on behalf of Cheshire County Council. Copyright Cheshire West & Chester Council & Cheshire East Council ©All rights reserved.



J.A. STORY AND PARTNERS
92-94 CHURCH ROAD
MITCHAM SURREY
Tel: 01-640-1971

CONTACT SCALE

1 : 10,000



DATE
30/5/85

DATE



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COUNCIL

2685 016

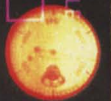
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S



CONTACT SCALE

1 : 10,000



Aerial survey of Cheshire, 1985. Copyright Cheshire West & Chester Council & Cheshire East Council.
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Plate
III iii

Typical 19th century artisan housing close to Chester General Station and abutting north of St Anne's Street. The houses are flat-fronted with slate roofs and skylights over the doors. Note that the windows have been modernised and changed from sash windows to casement.



Plate
III iv

19th century artisan housing in Black Diamond Street. These are also typical of the area near the station and have square-topped doorways and no skylights. In this street the sash windows have been retained

Plate IIIv – Photograph of surviving artisan housing in George Street c.1960. Chester City Record Office.

Plate IIIvi – Engraving of Bluecoat School, Chester, 1850

Ref – CH0464 Chester City Record Office



Plate
III.vii

The Northgate Bakery, now housing Sharp's bedroom showroom, was built about 1905.



Plate
III.viii

Christ Church national School built in 1840 and enlarged in 1872.



Plate
III ix

Ye Olde Bowling Green Hotel on the corner of Brook Street



Plate
III x

The George and Dragon pub at the end of Upper Northgate Street stands on the place of the original turnpike. Built in 1929-31 for the Birkenhead Brewery Co. It is made of sandstone-dressed brick and timber framing with plaster panels. It is typical of the early 20th century 'Roadhouse' style.

Plate III xia



The Bull and Stirrup Hotel built in 1889 by William Boden. It is built of red Ruabon brick, terracotta and stone.



Ornate terracotta decoration on the Bull and Stirrup hotel.

Plate III xii a



Plate
III xib

A view across the Gorse Stacks car park towards the 1950s council flats St Anne's, St Oswald's and St George's.



Plate
III xii

A row more substantial two-storey bay terraced housing to the west of the canal.



Plate
III xiii

Duke's Manor Estate built in 1998 on the Reliance Works area. This area was originally the 'Abbotsfield' house and land owned by Kilmorey.



Plate
III xiv

The Old Vicarage and Parish Room of St Thomas of Canterbury built in 1880 by John Douglas and now the English Department of University College Chester.

Plate IIIxv – The former Egerton House in Upper Northgate Street



View from the Northgate

Plate III xvi

Anyone standing above the old Northgate in the late 17th century would have looked north up Further Northgate Street between the rebuilt houses and seen the ruins of a two-storey gentleman's house, Jolley's Hall, at the junction of the Parkgate Road and the Bache Road (Liverpool Road) where the George and Dragon pub now stands. Beyond the ruins they would have seen a large barn. To their left lay St John's hospital and the old city gaol and perhaps a few houses beside Dee Lane leading to the river. The view would have been open in all sides across fields with the Welsh hills and the few grand estate houses in the distance. The few roads would have been clearly visible - the Bache Road, the Parkgate Road, Dee Lane running along the river and the Port Pool Lane (Garden Lane).

From the same spot the view today (1998) is very different. Even the place to view from has changed. Harrison's early 19th century gateway, has replaced its medieval counterpart. The onlooker can still see down Upper Northgate Street but the view is blocked by the George and Dragon pub built in the early 20th century. The houses on both sides of the street are mainly 19th century but some of those nearest the gateway are older. To the immediate left can be seen the elegant 18th century Bluecoat school building which replaced St John's hospital and which now houses the History Department of University College Chester. Further west the Welsh hills are just visible but the overwhelming impression is of traffic and houses across the whole area. Cars fill the many roads including the St Oswald's way Inner Ring Road. The 17th century countryside aspect of St Oswald's has now been replaced by urban development.



Plate
IIIxvi

View west from the Northgate towards the Welsh hills



Plate
IIIxvii

View east from the Northgate



Plate
III xix

The Bache Brook
boundary is still
visible and its use as
an administrative
and physical barrier
is still evident.



The allotments west of the canal have been under cultivation since the 17th century.

Plate
III xx



Plate
III.
xxi

Abbots Grange, Liverpool Road, probably built in the early 1820s, now altered into separate houses and alterations to the windows.



Plate III xxii

Abbot's Grange from Liverpool Road

St Thomas of
Canterbury church
designed by Sire
George Gilbert
Scott 1869-72.



Plate III xxiii



Northgate Church in
Upper Northgate
Street

Plate III xxiv



Plate
III
xxv

The Northgate Lock Keeper's cottage probably designed by Thomas Telford c1790.



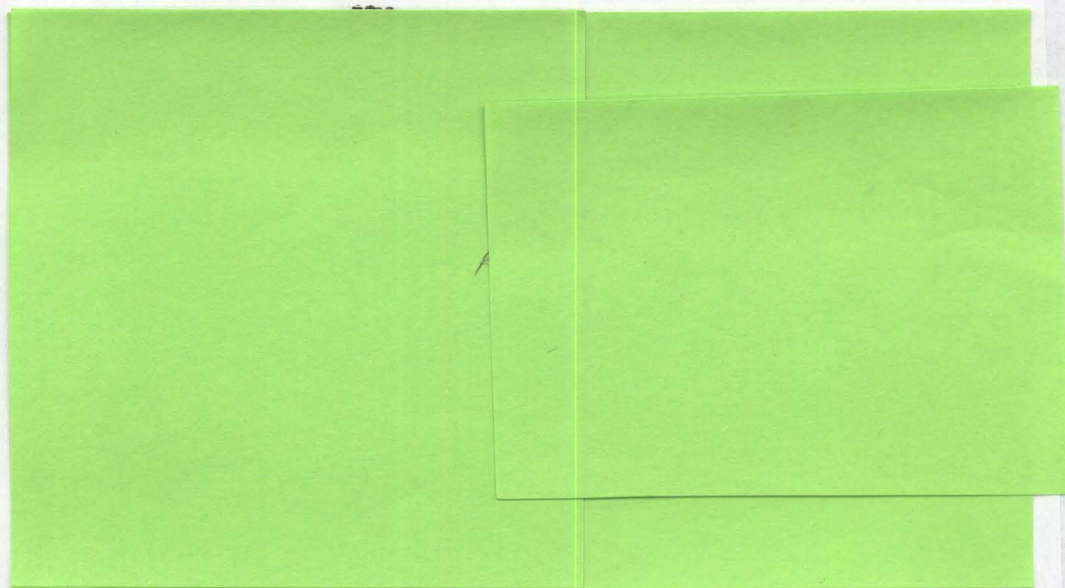
Plate III xxvi

Telford's Canal Warehouse, also built c1790. It is now a restaurant and bar.



Plate III xxvii

The Northgate Locks designed by Thomas telford c1790. The Locks were originally five staircare and are now three.



Merton House (Downswood)

Plate
III
xxviii

'Downswood', Downswood Drive, West Bank, off Abbot's Park. It was built c1888 and is an example of Vernacular Revival. The building now houses Merton House School. The picture was supplied by Merton house.

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